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SCOOTERING

#353 November 2015

Amazing
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tribute
Lambretta

9 essential
workshop
tools



PLUS

5 Nations, Woolacombe, trick smallframe Vespa,
Lambrettas in the Balkans, music, news & reviews!

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SHE'S GOT EVERYTHING!



"36-26-36 and a complete range of accessories on 'her' scooter, but she's still going to the exhibition."

You can decide for yourself just how PC the above quote was, printed on the back of this press photo from the 60s, but today it is the range of Nannucci Ltd supplied Italian-made accessories fitted to this Vespa GS from E A Grimstead Ltd from London E14 that grabs our attention. It was all in aid of the Cycle and Motorcycle Show held at London's Earls Court annually in November during the decade, where Nannucci Ltd of London W1 had a stand.

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NEXT MONTH

If I've got my dates right we'll have a 'hot off the press' review of the Bridlington Trade & Custom Show for you to enjoy. Also in the pipeline is an article on reading pistons, a test of Vespa big bore exhausts (if they all arrive in time), as well as some stunning scooters as always, from auto engined Lambrettas to classic restos and engineered Vespas. Tidy. As they'd say in Barry.



96



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128

Recommended Reading

THE LAMBRETTA FACTORY IN SPAIN: A VISIT TO ITS FACILITIES IN EIBAR



Good quality scooter books are rare these days, but thankfully The Lambretta Factory In Spain has just arrived, reminding us what a good job can be done by those with a serious passion for the subject matter.

I first learned of this project last year from Lambretta Club d'Espana's Felix who explained how the club had managed to acquire a collection of old photographs commissioned back in the day by Lambretta Locomociones of their plant in Eibar, Spain. Discussing the quandary of what to do with such valuable assets they had just purchased, the club soon realised the best way to share them with the scootering world was by way of a book, which in turn snowballed from a coffee table photo book to a 236 page tome dedicated to the Spanish

built Lambretta scooters, with reference to the Lambretta motorbikes and mopeds too.

Yes folks, this book not only has around 100 pages of mostly unseen before photographs of the Spanish Lambretta factory and a few other snaps of shows and displays etc, but it also looks at the history of the company who continued into the 80s and also boasted a relationship with Honda of Japan as well as Innocenti of Italy.

Complimenting all of this are an abundance of sales leaflets and literature, reproduced in full colour that trace the Spanish Lambretta brand's timeline from the first D and LD models of the 1950s, the three-wheelers, rare Winter Model, the supply to post office and police forces around the world, until the 80s and the final Lambretta, the

prototype Amiga scooter.

Add to this the history of the companies behind the Lambrettas, their other interests, successes and failings, and this is in my opinion one of the best scooter books to hit the shelves for a number of years now.

And just when you think it's all over, inside the back cover is a flap containing a copy of a Lambretta Locomociones SA Share certificate and some factory floor plans too. It's the little touches like this that go part of the way to showing the amount of dedication that has gone into producing this book.

Just 1500 copies of The Lambretta Factory In Spain have been printed, it's written in four languages (Castilian, English Italian and Basque) and I thoroughly recommend

it for any Lambretta fans out there, whether complete addict or those with just a passing interest in classic motor scooters. It's a fascinating publication, with regard to both the story and the amazing images that have thankfully been shown in their full glory at a good size in a well-presented classy looking package. In fact, make sure any guests who visit wear protective white cotton gloves so as not to leave oily fingerprints on the lush satin black embossed cover! Andy

UK price is £32.50 plus £2.80 delivery, contact Scooter Products on 01934 417834 or www.scooterproducts.co.uk Overseas customers email: lambrettaclubspain@gmail.com

GOODWOOD REVIVAL

An event that grows year on year, this year James Robinson, editor of one of Scootering's sister publications, The Classic Motorcycle, came across these scooters amongst the many attending the event. Adding a certain authentication to the period barbershop they were parked next too, a tidy pair I'm sure you'll agree and a pleasant change from stereotyping of Mods and Rockers we're usually lumbered with.



FREE WALL PLANNER

Just a reminder folks that in next month's edition of Scootering (December 2015) you'll find our free pull out A2 sized 2016 wall-planner listing, a perfect size to stick on your bedroom/ kitchen/ shed/ garage/ office wall and pencil in all the important scooter dates of the coming year. And while we're here, a reminder that the December edition will be published a little earlier on the 19th November so advertisers please note the deadline of 29 October. Thank you.



BACK STREET HEROES

We don't often bring you updates about the business of Scootering's owners and publishers Mortons Media Group because quite frankly, learning about new Railway magazines, how well their Kitchen Garden title is doing or the latest motorhome show they've acquired is probably of little interest to most of

you. However the latest addition to their publishing and events empire of some 24 titles and 14 shows might ring a few bells with long-established readers; Mortons have recently purchased Back Street Heroes magazine, which once upon a time was an independent title based in Cheshire. Back then the

partnership of Myatt and McFarlane not only saw a gap in the market for the alternative bike scene, but also for scooterists and it was they who created Scootering magazine back in 1985. So there you have it; 30 years after it all began, BSH and Scootering are back in the same fold.

NEW LADIES GLOVES

Unfortunately the year is coming to a close, but on the positive side, Italian firm Tucano urbano have new winter gloves for the ladies, the Lady Aviator. Made from 100% real leather, they are claimed to be fully waterproof and feature a breathable inner membrane and touchscreen finger tips. Inside there's a fleece lining and cuff in synthetic fur with hard ABS inserts on knuckles and a soft D3OTM insert on the palm for extra protection. £69.99 is the RRP and you can buy them online from the likes of www.urbanrider.co.uk



RACHEL KARSLAKE - RIP

We are sad to report the recent passing of Rachel Karlake after suffering a period of illness. South African by birth, Rachel Karlake, née Lundell met architectural model-maker Mike Karlake after he left the RAF and began studying at the Kingston College of Art in the 1950s. Of course to many readers of Scootering it was Mike's love of Lambrettas that he is known to us for, and Rachel too was soon swept up in the scootering way of life. There is even a photo of Mike and Rachel in their Lambretta sidecar outfit competing on the Isle of Man during the 1950s in which son Paul Karlake assures me his mum was pregnant with him!

The interest and passion for scooters continued over the years, being shared

with their children too, especially Paul who still rides today. In the 1980s Mike and Rachel moved from their home in Essex down to Devon where Mike began to build what was to be the first museum of Lambretta scooters, as always supported by Rachel. Sadly Mike passed away in 1990 and after a few years of running the museum Rachel decided it was too much for her alone and the collection of scooters was auctioned off.

Rachel kept the Lambretta Series 2 and Watsonian sidecar outfit though, in which she and Mike had travelled so many miles together, at her home in Devon.

Rachel Karlake is survived by her children, Jo, Paul, Elizabeth and Vinnie, and our condolences go out to all of the family at this sad time.



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ADVERTISING DEADLINES

The advertising deadline for the next issue of Scootering (December 2015) is **Thursday, October 29, 2015**
On sale in newsagents **November 19, 2015**

Free ads, personals, club do's & events

These are all to be booked via the website at www.scootering.com or via post to: Scootering Magazine, PO Box 99, Horncastle, Lincs LN9 6LZ

The next free ads deadline is **Wednesday, November 4, 2015**

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MEDIA GROUP LTD



Having trouble finding a copy of this magazine?
Why not Just Ask your local newsagent to reserve you a copy each month?



This month we've been listening to...

Fay Hallam Corona (Blow Up)

Loosely following on from her collaboration with The Bongolian, Lost In Sound, Fay Hallam's back with a full-length solo album. Corona was inspired by a whistle-stop tour of Italy and travelling across the Alps. Written predominantly over a two-day period, produced, recorded and arranged by Fay herself, it displays a musical insight to her softer more ambient, emotive and minimalistic side. This is typified by the opening track, which is the current single, Si Mi Ami, a late night-style chill-down shuffling groove. Her interpretation of Sir Paul McCartney's song Maybe I'm Amazed puts a new perspective on that lesser-known classic. Fay's love affair with both soul and funk comes through via Sunny, Let Me Into Your Soul and the funky-flavoured Soul Revolution. The latter could become an underground specialist club classic if it gets onto the playlist of forward-thinking DJs. To those of a certain age Fay Hallam IS the queen of Eighties mod. Her iconic Hammond keyboard skills combine with her gossamer-like vocals, and both are prominent throughout. Paraphrasing an old commercial, Fay certainly has passed her fizzical with Corona, which is a cool, captivating collection of songs.

Sarge

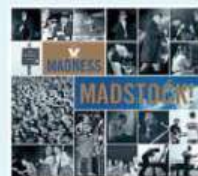
visit www.blowuprecords.com for more details



Madness Madstock (Salvo)

Originally released soon after the event back in 1992 on vinyl, this CD re-release is a great memory of what was, in my opinion, possibly one of Madness's greatest-ever shows. For two days the band filled London's Finsbury Park with thousands of people who thought this was a one-off reunion and enjoyed every last minute of it. The recording reminds of how good the songs are, both to listen to and in popularity, as the crowd sing along not only the lyrics, but the tune too. Song after song Suggs can boast a backing vocal line up of thousands – how many other bands can do the same?

The original 18-track album has been supplemented with four bonus tracks and packaged with a 24-track DVD too, as well as a 16-page booklet (in which it is claimed that special guest star Prince Buster was never filmed!) and so if like me, you were one of the 72,000 there in 1992, then buy this. For me it is a great trip down memory lane, from singing along to dancing like a fool, pointing at members of The Loafers we were with during Bed & Breakfast Man, rounded off by seeing the late-great Rico Rodriguez perform at the nearby Sir George Robey with Prince Buster joining him for an intimate gig. Fantastic! That's not on the CD either by the way, I was just reminiscing. Just buy it because it's brilliant!



Various Artist Our Generation (Universal Music TV)

One of the positives that's come out of record company mergers and acquisitions in recent years is that there have been a handful of compilations released in recent years with content no longer restricted by licencing constraints. Our Generation is one such collection, a three-CD box set launched in August and it has a rather good selection of tracks, a few of which will have you reaching for the 'fast forward' button. No doubt in part due to Acid Jazz supremo Eddie Pillar, who 'curated' this 75-track compilation, his knowledge ensuring it has depth too, ranging from R&B, soul, blues, ska, to Mod Revival, 2-Tone, up to and including Eleven By Eleven from **9 Below Zero** and the wonderful Melanie by Medway stars **The Prisoners**.

Stand out tracks? It will be down to personal preference of course, whether Don't You Just Know It by **Huey Piano Smith** brings back old scooter club sing-along memories or the blues of **Howlin' Wolf** with Smokestack Lightning does it for you. But then with **The Who** (My Generation, what else?), **Small Faces** (the instrumental Grow Your Own my choice of the three here), **Otis Redding** (I Can't Turn You Lose, his pounding soulful classic), **Tom Jones** (Looking Out My Window), **James Brown**, **Derrick Morgan** (Blazing Fire, the original trad ska classic), **The Jam**, **The Chords** (Maybe Tomorrow), **The Birds**, **The Creation**, vintage **Dexys**, **The Beat**, **Dusty Springfield**, Beggin' by The Timebox (a popular rally floor-filler), **Edwin Starr**, **Merton Parkas**, **Stevie Wonder**, **Dobie Gray**'s In Crowd, or previously unknown gems such as **The Foundations**' I'm Gonna Be A Rich Man, the intro of which is what Blondie borrowed for Call Me... the list seems endless. So don't think cheese with this this album, it really is rather good, but then that's what happens when you employ an expert to do a job, isn't it?



Various Artists EP Choice 2 (Acid Jazz)

Subtitled 'more from Rare Mod EP collection series 2' this is another that does what it says on the tin – a collection of tracks from Acid Jazz's Rare Mod EP collection that have been released over the years. Some have been reviewed here in the past, almost always positively, but if you missed out before then here's your chance to catch a few rarities from the likes of **John's Children**, **Geno Washington**, **Jimmy James**, **Dave Anthony's Moods**, **Riot Squad**, **The Aphex** and many more. Not all household names maybe, but they are important for the music they produced and all the examples here are quality – Mod, R&B, soul and blues, an essential compilation for those who look forward to kicking back and relaxing to an evening of (27) quality tunes.



The Get Go Typically English (Crocodile)

There's something about vinyl that I still enjoy, and this 7" didn't disappoint, the Get Go's bluesy Mod sound striking out with a crashing guitar chord, followed by a rock-like solo before the vocals kick in. A modern band with a self-penned song, it harks to the best bit of mid to late Sixties blues rock, brass and additional percussion adding to the strong vocals that have been likened to Steve Marriot and Paul Rodgers. The B-side is the equally explosive Two Time Loser, the intro akin to Free's Alright Now. The beat infectious, vocals powerful, and at little over two minutes long, it's over before it's sunk in that your feet were tapping all the way.

There are only 300 copies of this single available, so be quick and message Crocodile Records via [facebook.com/crocodilerecords](https://www.facebook.com/crocodilerecords)



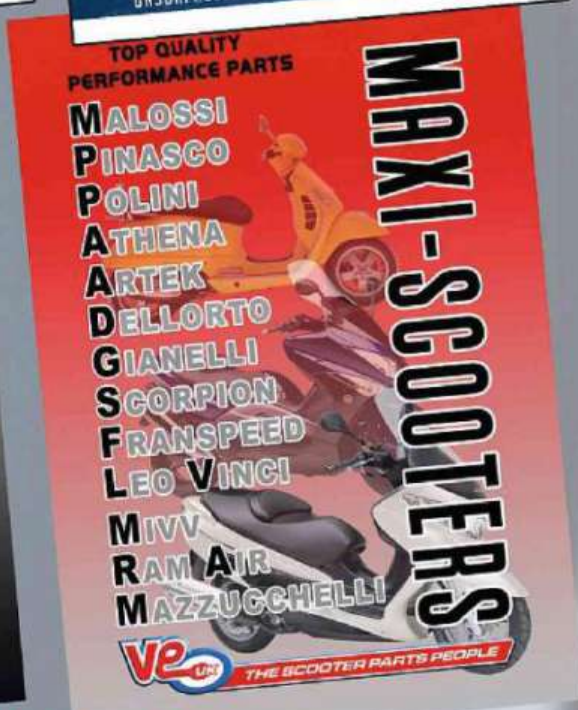
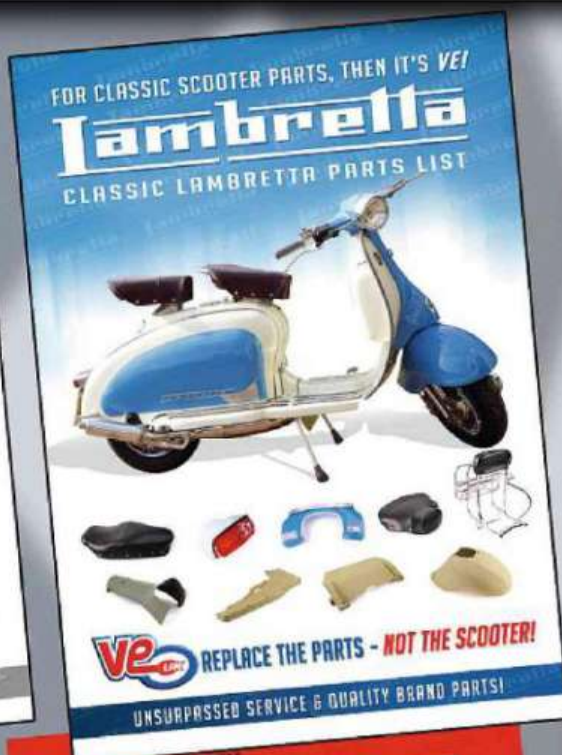


VE (UK) have compiled a comprehensive list of their Classic Lambretta, Vespa and Maxi scooter parts, performance parts, and Accessories into simple, easy to use, PDF documents. The PDF's contains **Interactive features** including:

Bookmarked contents page - allows easy navigation

Direct links to the VE website network.

For your copy simply click Download at: www.ve-uk.com



For your copy simply click Download at: www.ve-uk.com

Order parts at www.ve-supermarket.co.uk - buy your parts - select a dealer at the checkout and we'll send same day, your order - **Direct to you by courier**

TESTED Shad SH40 Topbox with rack

While modern day scooters often come with a useable storage capacity under their seats, older scooters tend to have far less. For this reason I've had topboxes for my Vespa PX for many years now, and the latest one I've tried is this rather conveniently large 40 litre capacity offering from Spanish luggage experts, Shad.

All Shad top boxes include a fitting plate, which allows you to mount the box onto an existing carrier/rack, as I've done with my PX. It's easy to install and once done the case then locks on to the plate via the same key that also operates the lid too. It's simple to operate, which is what you need when carrying helmets etc, so that you can either unlock the top box lid and remove the contents at your destination, or unlock the box from the mounting plate and carry the whole thing wherever it is you're going. Neat!

The 40 litre capacity means you've got at least enough for a XL sized full-face helmet here, plus other stuff too. Shad claim this also translates to two helmets;



a normal full face plus an open face lid. Aside from this and designed load wait being a maximum of 3kg, I suppose all there is left to say is that the dimensions are 49.2 x 32.5 x 42.5cm and the topbox not only keeps your possessions secure but also dry. A very useful bit of kit indeed, and as with other Shad products well made too.

£105.12 is the RRP for the basic SH40 box, £123.16 RRP for one with top rack

(as I've got here, handy for strapping on extra luggage), and optional extras include colour coded replacement top panels, a pillion backrest, and for the mounting plate itself a high level brake light. If 40 litres sounds too big, then the (vast) Shad range starts with a 26 litre box for just £54.26.

For details and dealers; www.shad.co.uk

Andy

TESTED Alpinestars Quick Seal Out Waterproofs

While our summer has been generally good here in the UK, when it's rained... boy, has it rained!! Nevertheless, strange as it may seem this is an ideal opportunity for me to venture out on the scooter and put various products to the test, to see how long I can stay dry for!

Llandudno was the first time these Quick Seal Out waterproofs from Italian company Alpinestars saw monsoon action, at a petrol station on the way home to be precise after my other clothing had survived the best part of eight hours of constant downpour. With three hours still ahead of me, my first observation was that the wide flared bottoms of the trousers made them very easy to get on over other clothes and boots, Velcro securing the excess successfully afterwards. The waist is nice and high too, helping keep your midriff dry. The coat too was easy to get on, even in wind, both have elasticated parts to make good fitment once on. The jacket has a zip and overlap to keep the rain out, as well as a high collar, and the cuffs work very well with bulky gloves. There are also some anti-flap adjustments.



The next part of the test was the final three hours home, and I arrived dry and warm. As a result, these Alpinestars waterproofs are now often found strapped to my luggage rack to and from rallies.

Packed up they will fit into a Vespa PX legshield glovebox but don't leave room for much else if squeezed in to a Lambretta one. The added bonus of the yellow ones (which I have) is that they are so bright that everyone within a 300 yards radius can see you glowing too (!), as well of course as having reflective strips.

So, four months in and all is good. And warm and dry too!

With a RRP of £89.99 for the pair (including storage pouch) you could argue

that the Quick Seal Out Combo is a similar price to a cheap armoured waterproof jacket, which I agree. However having waterproofs that you can remove when the rain stops and still be able to ride in a dry jacket is very comfortable, and if you're camping they reduce the amount of wet clothing in your tent too. This is very recommended kit.

Check out your local Alpinestars dealer for more details, or visit www.alpinestars.com

Andy

PRIMAVERA LOCK

The latest addition to the VE range of visible and secure handlebar to frame locks is a dedicated fitment for the 2014+ Vespa Primavera and Sprint models.

The lock is stored around the front of the seat when not in use, and when you need to secure the scooter simply unlock the device and attach it to the end of your handlebars. A 'Stick Lock' upgrade is also available which allows you to secure the scooter to a lamp post or similar. For more details ask your local VE UK dealer or visit www.ve-uk.com



LAMBRETTA GRILLES

Scootopia of Weston-super-Mare remain busy getting old scooter parts reproduced, including this ali rear frame grille for Series 1 and Series 2 Lambrettas. Acopy of the original part, it comes highly polished and retails for £18 plus P&P. For more details call them on 01934 641811.



THE BGM BIG BOX V3

Never ones to rest on their laurels, Scooter Center Koln (the creative source behind the BGM brand) have been developing and improving their Big Box Lambretta exhaust and as we reported a few months ago, Version 3 is now available.

A standard looking pipe with full expansion chamber type performance yet sounding close to an original exhaust, the results have proved quite impressive when fitted t a scooter we've subsequently dyno tested.

The latest version apparently features some very unique designs done in the serial production for the first time ever by BGM. They tell us that the dampening material inside has been improved, the connection are enlarged and reinforced, and we can see that the main bracket has been completely re-designed to give a wider range of adjustment.

Having known a few friends with issues concerning the bracket this summer, the new design certainly looks to have addressed some previous concerns.

Version 3 also boast improved ground clearance, it retains the useful exhaust stub system (round and oval ports), and the current RRP is €229.99 if you order direct from Scooter Center Koln via www.scooter-center.com



NEW REDOX JACKETS

New for 2015 from Dutch clothing brand Macna the Redox is a waterproof urban styled jacket featuring Macna's new 'Macna Dazzle' camouflage print and Night Eye Black. Available in sizes Small to 3XL and three camo colour-ways (black, green or grey), Redox features a three three layer system with removable Raintex membrane and thermo liner, detachable hood, zipped air vents, CE approved body armour and it is prepared for Macna's Hot Vest – optional battery powered electrically heated vest (SRP 79.99).

For extra safety at night or in low light, the Night Eye panels featured are a nylon base fabric 100% covered with a print layer of Microscopic glass beads creating a fabric that looks normal in daylight but when struck with a light source at night is highly reflective. We've featured it before and it's truly amazing how it work and mufh it lights up in car headlights.

Anyway, the Macna Redox jacket has a SRP of £229.99 and for more details and stockists you need to call Factory Agencies Limited on 01749 342491 or email info@factoryagencies.co.uk



19th Small Faces Convention

This year marks the golden jubilee of the Small Faces. Forming 50 years ago, in under a year they had replaced original keyboardist Jimmy Winston to become the definitive line-up of Steve Marriott, Ronnie Lane, Kenney Jones and Ian McLagan. The band are without question one of the greatest the UK has ever produced.



45s.



Fay Hallam.



Lenny Beige (with Fay Hallam).



(Jay) Electric Stars.

A bit like Ronnie Lane's Slim Chance, The Small Faces Convention has had something of a gypsy existence. Regularly relocating to different venues since outgrowing The Ruskin Arms some years back, upsizing with each move to accommodate the ever growing demand. For the past few years the Annual Small Faces Convention has been at 229 The Venue in West London, as it was this year for the 19th gathering.

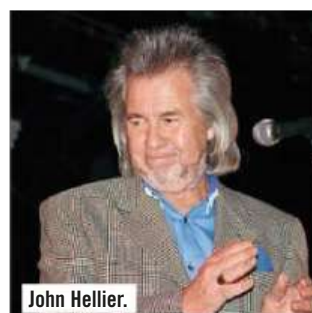
John Hellier has had, even by his own standards, a busy year. On top of everything else, he's had involvement

with the Steve Marriott short film *Midnight of My Life*. Starring Martin Freeman as Steve Marriott it premiered for contributors the previous weekend to the convention. It has its full premier at BFI Film Festival in London on October 10. Also he co-authored the Peter Meaden biography, *I'm The Face*.

Despite a heavier than usual workload John managed to, as usual, put together an interesting, entertaining and captivating line-up of acts, artists and special guests for the convention. Early arrivals had big screenings of Small Faces and related film and footage to watch, as well as a



Small World.



John Hellier.



Matt Henshaw.



Turner.

TUV SIP SHOCKS

The new SIP Performance 2.0 shocks for largeframe Vespas come with German Type Approval, which is both reassuring for customers as well as useful for those who live in countries where fitting aftermarket parts to motor vehicles is seriously frowned upon. Featuring CNC machined construction with a 14mm diameter damper rod, they boast features such as the continuously variable spring preload, a progressive spring and adjustable rebound damping, a comprehensive fixings kit for the lower engine fastening is included in the delivery of the SIP Rear Shock Absorber unit. SIP also include spacer washers in order to compensate for the varying production tolerance guidelines of the different producers of steering columns and shock absorber fixings.

Designed to provide a more comfortable ride for tourers over longer distances and on poor road surfaces you can find out more about the 2.0 range by visiting www.sip-scootershop.com





Charlie Hart, Steve Cradock, Keith Smart (Slim Chance).



Brett Buddy Ascott and friends.



Phrogs.



small market of memorabilia, repro and original items as well as 60s vintage clothes and the like to look at. Singer songwriter Matt Henshaw got the live acts under way with an acoustic performance. Manchester's Electric Stars with a guest appearance from the talented chanteuse (Louise) Turner followed. Next it was the young though highly rated 45s, who served up a barnstorming set.

Recreating the Ronnie Lane memorial concert, Keith Smart and Charlie Hart were joined by Steve Cradock for a Slim Chance set. Preceded by Kenny Lane, showing rare items like Ronnie's The Poacher jacket and his very first guitar, before introducing the act. Before introducing Phrogs from Southend, John paid homage to the passing of Ian McLagan.

Penultimate act of the night was Fay Hallam, who for one number (Rene), was joined by Lenny Beige, an easy listening character created by comedian Steve Furst. Bringing the live end of this year's Small Faces shindig to a close was entrusted to Small World, and it almost goes without saying, they delivered. Interesting to spot many of the acts mingling in the crowd, as well as a number of musicians who started their career during the '79 revival giving their support to the event. Including Brett 'Buddy' Ascott, Si Stebbing and Dave Cairns, along with a number of movers and shakers from the Mod scene. After the live acts had concluded, DJ for the event Kev Lock continued the celebrations in the smaller room.

Sarge

12V SMALLFRAME KIT

New From Beedspeed is this 12 Volt Lighting Conversion Kit for the Vespa V50, V90, V100 and 125cc Primavera. It includes a new 12v AC points-type stator plate, AC lighting regulator box, patch wiring and wiring diagrams /instructions and is priced at £74.99. If you want to add a battery charger into the systems as well they are also available for an extra £5.

Beedspeed have a large range of 12v lighting conversion kits available for all models of Vespa and Lambretta, see their website for more details at www.beedspeed.com.



BOOK REVIEW

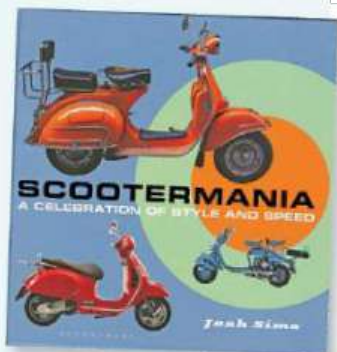
SCOOTERAMANIA

ISBN: 978-1-84486-277-1

Publisher: Bloomsbury

It's never a good start to see all three scooters pictured on the cover of a book about scooters, printed the wrong way around. Neither does sharing a title from a recently published book - a rather splendid one at that I must add - the last Scootermania being published in 2014 and chronologically charting the Isle of Man scooter rally. Older readers may also remember the magazine Scootermania, and this book is not to do with that either. Sorry, but it all goes to show general ignorance of the subject matter. As does spelling scooter manufacturer Kymco's name incorrectly. It doesn't bode well, does it?

The thing is, the book isn't badly written, author Josh Sims being a journalist for various newspapers according to the blurb in the accompanying press release. He's just not a scooter enthusiast, which sometimes works for such books, and at other times doesn't. Scootermania follows the well beaten path of scooter history from early design to the post-war boom (ignore the Vespa PX Disc captioned as a 'vintage scooter' in this section), entering the Vespa section with more caption errors incorrectly labelling a later model as from 1946 and another suggesting that Douglas were displaying a selection of Vespas at the Earls court Motorcycle Show in 1946 too! Later on Sims suggests Stirling Moss bought a Vespa 150 New Line in the 60s, then talks about Piaggio's Ciao and Si pedal start mopeds



as models of Vespa...

Sorry if it sounds like I'm picking holes in this book, but there are so many alternatives out there that if you're going to add to the library, the product better be good. In places this just looks like a lot of source material has been read but not fully understood. Although captioning a guy sitting on a Heinkel scooter outside a showroom with a 'Heinkel' sign in the window as "trying out a Vespa scooter" doesn't take too much to get right!

Interesting additions to the run of the mill scooter books are snapshots with individual enthusiasts; the collector, the Vespisto, the scooter boy, the painter, the engraver and Paddy Smith amongst others, but even these are designed in a way to sit awkwardly amongst the rest of the edit.

All in all, a nice collection of images from over the years and if you're one of those who must have everything scooter related, then buy it; it does look good. But for a saddo like me, there are too many faults to recommend it. Maybe when it comes down a bit from the RRP of £14.99 it will be worth considering. Sorry! Andy

LAUDOMIO FIELD JACKET

A new ¾ length field jacket from Italy's Tucano Urbano, it's outer is Cordura with soft touch laminate and is breathable, windproof and waterproof too. Also boasting taped seams, Thermore high performance thermal insulation, Tucano's Reflective system (reflective areas than can be subtly hidden when not riding), as well as pockets for D30 armour in the back, shoulders and elbows, it also has a water run off flap and geek pockets for smartphone (with X-Shield screen

lining) and a removable cargo tablet pocket. Other features include a hood and snood, as well as adjusters at the wrist and waist, and all this for a RRP of £295.00. www.tucanourbano.co.uk



64MM LAMBRETTA CRANKS

These 64mm cranks from LTH are "cranks with a redesigned weight distribution to get less vibration," apparently. Available with 115, 120 or 125mm conrod (high quality motorbike items adapted to fit), all with 18mm small end bearing size, we're told that the webs are bigger in diameter so they have more meat to prevent them from

twisting. However your casings will need to be machined to fit them.

The cranks have been developed in cooperation between LTH of Germany and Pro-Porting in Leicester, England, they are made in Italy and if you want one the RRP is €399 from LTH. www.lambretta-teile.de



NEW CHAIN GUIDE

AF Rayspeed have a new pull-down Lambretta chain guide available, priced at £24.95. With a replaceable nylon guide on the main bracket, these types of guide are perfect part to help you obtain gearing that you may have used a stretched chain for in the past, although AF do warn that a pull down guide also allows you to adjust a very worn chain without maybe realising it, so be sure to check your chain before you adjust it too far. Call AF on 01944 710693 for further info.



Casa Lambretta

WORLDWIDE NETWORK



Luca Fuschini



EUROPEAN CHAMPIONS 2015!

This year the 'Casa Lambretta Racing Team' won the overall ESC European scooter race series on a SS225 kitted Lambretta ridden by Luca Fuschini. That in itself would be reason enough to celebrate but we also managed to win 1st Overall in the ESC Group 4, 1st Overall in the guest race with the Austrian ASCC Scooter Racing organisation at the Speed Arena circuit, numerous 1st Overall positions in 'Best Overall' races and last but by no means least, we were also awarded 'Best turned out Race Scooter' at the French Scootentole event!

THIS is Casa Lambretta,
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Dave's Nostalgic Custom Corner



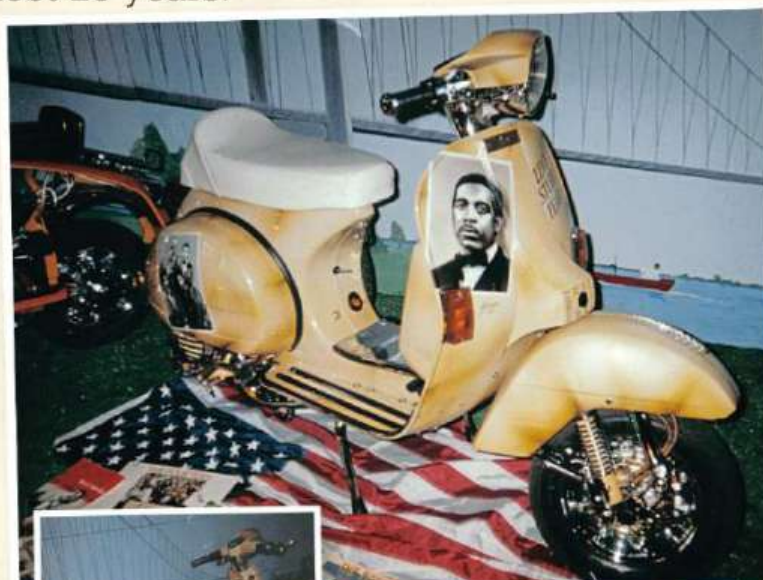
Welcome to this month's Nostalgic Corner. This time we focus on a beautiful Vespa P-range that has found its way back to the original owner and builder after almost 26 years.

We all love those Surprise, Surprise-type shows, where old friends and family are reunited, and this is one such story. I've known creator Karl for many years, in fact the first LST (a blue version) was doing the rounds when I first got involved in the custom scene. I still remember him trying to look cool in the background of his first magazine photo-shoot!

Sadly, that scooter was written off when it had a rear wheel blow-out on the way home from Great Yarmouth in 1987, throwing both Karl and his wife into a ditch. However, not to be deterred, the following year he created a different version – the one you see here.

After three years of riding and showing LST '2' he was involved in another accident, and eventually it was sold on, crash-damaged to Tony Looker, a member of the Speed Demons SC. After repair, Tony used it for a few seasons and then sold it to another member of the SDSC, Steve Clegg, where it remained until this year.

In April Karl finally got Steve to accept his offer and purchased it back with the intention of a full custom restoration – and here's their story (sounds a bit like Simon Bates' Our Tune!).



LEATHER MASKS

These new Davida Universal face masks are made with a single layer of soft leather and a super soft laminated liner for comfort and warmth. Apparently, eight pieces of leather have been carefully shaped and stitched to ensure a "closely tailored fit around the contours of the face".

So whether to complete an authentic 70s styling, as a traditional accessory for protection against flying debris and rain, or just to create a funky look, these face masks are a handy addition for the open-face helmeted rider. Secured behind the neck using an adjustable elastic strap and not being attached to the helmet means the Davida Universal mask can be used with any open face helmet. That said they also have a specially designed face mask for use with the Davida Classic, which utilises pop studs to secure the face mask to the helmet.

All Davida face masks carry a discreet Davida label so you know you're buying the real Davida product and not an imitation and are available in four different colours of leather, the SSP is £29.58 ex VAT. For more info visit www.davida.co.uk



Owner: Karl 'The Chrome' Russell.

Hometown: Hull, East Yorkshire.

Scooter name: Levi Stubbs Tears.

Model: Vespa P-Range.

Year originally built: 1988.

Paint & murals: John Spurgeon.

Engine: Now T5 Malossi 172cc kit with the usual upgrades.

Fabrication: Only small one-offs by me many years ago.

Chrome/Engraving: All the original engraving was done by the late Peter Robinson. Chrome all reworked by Quality Chrome Hull.

How did re-owning come about? I knew Londoner Steve Clegg owned it, and after meeting him many times over the years he decided to sell it back to me. He didn't use it due to an injury to his hand, so it had been stood for years.

What condition was the scooter in when you got it back?

I got it back in April this year. It looked good and sounded great, but on closer inspection I found a lot of issues with the paint, which is hopefully getting sorted in the close season. All the plating was rusty and wanted replating, but luckily I'm in the industry!

What have you had done to it since its return? Apart from the above I've rebuilt the engine, changed the indicators and speedo. It also has new rims, tyres, headlight and a new rear hub.

Do you still do rallies? Yes, but not as many as I used to do! I'm down to three or four a year. I do a few selling the chrome scooter parts.

Do you have any funny stories about scooters or rallies?:

I remember going to the Speed Demons rally in Holland - five of us went on Lambrettas, and on the way home they all broke down one by one, until I was the only one left. I had been that busy trying to fix the other scooters that I forgot to refuel mine, and within only 20 miles of The Euro-Port I ran out of fuel in the middle of nowhere, so I had to stick it on the back of the recovery truck that was carrying my mates - what an idiot! I always carry a spare can now!

Favourite event: 80s DISCs, and the early HiHs - great days!

Favourite custom scooter: A couple, Rhapsody & Blues and Revenge.

Favourite dealer: Again a couple - AF Rayspeed and MB Developments - always happy to help!

Is there anything else you'd like to add? I'd just like to thank Steve for letting me have the scooter back. It's strange seeing it in the garage again after all these years!



GIVI XL LEG WALLET

The EA113 (aka leg wallet) by GIVI is designed to be useful for a variety of contents and easily accessible when travelling on two wheels. The inner capacity is distributed over two compartments: a main section with a mesh inner pocket to store items such as a wallet, camera, documentation, or sunglasses, and a front pocket to store a Smartphone.

The leg wallet is made of sturdy Polyester 600D PVC, a material that gives the bag great resistance and durability. The Italian brand has also equipped the EA113 with silver inserts in reflective fabric to enhance the rider's visibility when riding at night.

GIVI's new soft bag relies on convenient zip opening with double pullers for each pocket and attached to the pullers are sections of red string, which then easier to see and use whilst wearing gloves. An adjustable strap attaches to the thigh and a second adjustable belt is positioned at the waist for security, and all this for a RRP of £29.34.

For more info visit www.givi.co.uk or call 01327 706220





WORKSHOP ESSENTIALS



Each month we'll be visiting a scooter shop somewhere in this wide world of ours – whether its speciality be restos or racers, engineering or basic servicing – and heading into the workshop to find out what the people there consider essential to keeping it running smoothly. This month we dropped in on Scooter Specialist in Belfast.



Scooter Specialist Northern Ireland was opened 18 months ago by Jim Dorman. Jim had been in the scooter scene for many years and upon seeing resurgence in the scooting scene and a growing commuter market decided to take the plunge. His customer base is split 50/50 between the scene and commuter market, he is Northern Ireland's only approved Piaggio dealer and is also a stockist of Scomadi and AJS Modena scooters.

Rob Whitehead

What is your workshop essential Jim?

A regular, run of the mill blowtorch for heating cases and the like, to remove seized bolts etc...

Why this piece of kit?

We have found, living in a fairly damp climate (this is the Emerald Isle!) with the

excessive use of road salt, not to mention people also parking up their bikes for the winter without servicing them, that it's an essential piece of kit.

Is it a special one? Do you go for a particular brand?

No, just a good quality one from a DIY/plumber store. I use a go-system plumber's blowtorch.

Any problems with the piece of kit?

No, as long as someone doesn't run off with the lighter to have a crafty fag (laughs)!

Any tips for using it?

Other than the usual health and safety of using a naked flame in a workshop near flammable liquids, just bear in mind the residual heat around the area you're heating up could damage wiring looms or cables running close by the area (they could be melted). Also Mods who use

excessive hairspray be warned, it's very flammable!

What kind of things can you use it on?

PX exhaust bolts are a very common problem, GTS centrestands seem to seize after 20,000km approximately. Also useful for warming cases when removing bearings.

Any tips to avoid having to use one?

Get your bike serviced regularly and use plenty of copper slip!

DETAILS

Name: Jim Dorman.

Shop: Scooter Specialist Northern Ireland

Location: Great Victoria Street, Belfast

Last scooter ridden: Vespa PX200

IMPROVED BRAKING

Scooter Restorations have been working with a supplier in India to produce some better brake shoes for the LI/Sx range of Lambrettas, and are now happy to offer said items manufactured by Makino. Featuring an improved compound, the retail price is just £12.50 per pair and you can find out more by visiting www.scooterrestorations.com or call their new number on 0115 967 1405.



SCRAMBLING AT ELSTEAD

For the second year running, a small group of scooterists gathered at Elstead Common in Surrey to bring back the smell of 2-stroke there, recreating race meetings from the 60s. With permission from the MOD who own the land, 2015 saw four rare Lambretta Stingrays gather as well as a Cray Special, courtesy of Christine Jackson of the Rakes SC and Barry from the Bats SC. Once again Scootering were invited to ride a Stingray or two, and although a few mechanical

gremlins surfaced they generally behaved much better than previously, no doubt credit to Dick Sedgley who has been fettling in the background to bring them back to their former glory, and that they've had a couple of recent outings too.

The hope is that in 2016 a few off-road events may make it back on the calendar so that the Stingrays can do some parade laps between some serious scooter scrambling, our fingers are crossed...

Andy



ROSSI REPLICA

Is it tradition by now, when Saturday arrives at Mugello, everyone is waiting to see what new helmet MotoGP champion rider Valentino Rossi will be wearing. Rossi often uses his helmet to poke fun at his problems and this year he started with flat batteries on the Friday that gradually charged up as race day got closer. So what could be better than a solar panel on the helmet shell? The panels on the top charge Valentino blend in with a mirror-finished part that reflects the charge he gets from the public. The back of the helmet has different energy levels, the left shows 'Yellow Energy' and pawprints of Rossano, Valentino's cat, and his dogs, Cesare and Camilla. On the right, the helmet features the number 46, the 'recycling' icon and the words 'Energia Rinnovabile' (Renewable Energy). The chin guard features a design that resembles a blue solar panel pattern. The lower part of the new helmet features a design that resembles a solar panel pattern. The Sun, one of Vale's favourite symbols, gave him a big enough boost to put him on the podium at Mugello!

A Corsa Replica model will be available from February 2016 with a SRP of £699. Orders are now being taken at your local AGV retailer. The limited edition will faithfully reproduce the graphics on Valentino's race helmet except for other sponsor logos and visor components and accessories. The Corsa has a CAAFF Carbon fibre/Aramid fibre/Glass fibre shell which was designed using FEM techniques and features EPS internal ducts to create a small, light helmet which is both comfortable and extremely safe. The result is a helmet that weighs just 1350g* (+/- 50g) in MS size. www.moto-direct.com (photo: Bonnie Lane)





Trigger Happy

A voice from the Young Guns SC

Dad's Recovery Hotline is a number most of us in our club have had to rely on from time to time.

Despite most of us having RAC or AA membership, many of us have had to rely on our dads to bail us out from our most desperate situations. With it being Father's Day and my own dad's birthday in quick succession, it's got me thinking about all the times he's rescued me. Whether I've been stranded miles from home or rustling up parts from nothing just so I can get to a favourite rally. And like I say, it's the same for most of us, so this column is more of a 'look, we appreciated it' even if we don't often say it.

I don't know if it's paternal instinct to rescue their bloodline or the guilt of passing on the scooter bug, but a quick phone call to dad can often mean he's driving down the motorway to some far flung location. I've touched on Rhys' story before in a previous column, but it's the kind of story that sums up what I'm on about. "I was riding from Stevenage to the IOW with only just enough money to get there and back, and unfortunately I broke down in central London. Forced to leave my scooter at a recovery yard, I then got the train from London to Southampton and walked to the ferry. Using all my pennies on a one-way ticket, I was hoping to blag a lift home, but I just couldn't find one. So a phone call to my dad, he was straight down to Southampton in the car to get me home. Without him I would never have made it home!"

It's bad enough breaking down and having to get bailed out, however Matt probably takes the biscuit calling his dad

“He's the guy who's been there in the garage finding me a usable top end for the C2C, or helping me source the bits after my crash.”

out twice in one day! "The best one was picking me up from The Royal Bolton Hospital after I had got glass in my eye, I needed him to drop me back off at work so I could pick my scooter up and get it home. However things went from bad to worse, on the way home I came off my scooter and I was back in A&E! This time to X-ray my ankle, so my dad had to come out and pick me up again from the hospital so I could ride my now badly damaged scooter home. It was a long day that day..."

This might have been all about our dads, but even our mums have had to get in on the act. Liam who was having trouble with his auto at DISC had to get his mum to come out and rescue him.

Sometimes when I think back, without my dad I would have probably given up on scooters a long time ago. I've been in some pretty dire situations; I've been crashed and stranded in the piss pouring rain on a mountain, I've been broken down without recovery and he's the guy who's been there when I've needed the help. He's the guy who's been there in the garage finding me a usable top end for the C2C, or helping me source the bits after my crash. However, you start to think you're a pain in the arse when you get home from a rally and he says, "I thought I'd better hang around the house today as I've been waiting for a phone call asking for help..."

Jordan

WHO ARE THE YOUNG GUNS

The Young Guns Scooter Club is an organisation for under 25s that formed a couple of years ago in a very modern way – online – when three young riders started their own internet forum. Since then the ranks have swelled, with over 300 members from across the UK and beyond, with a cross-section of scooting types

that reflects the variety of styles on the scene. For more info or to find someone to either ride to a rally with or meet up with once there visit <http://youngguns.team-talk.net> or search for the Young Guns on Facebook.



SCOOTERING

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Scooter Accident Essentials

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THE SEVEN THINGS YOU MUST KNOW ABOUT SCOOTER ACCIDENTS...

The rules on making an injury claim changed on 1st April 2013 but there are still insurers and claims companies ripping off innocent accident victims. As a scooter accident solicitor for 25 years here is my essential scooter accident survival guide you cannot live without should the worst happen.

1

Do not ring your insurer....first!

Insurers only owe a duty to their shareholders to make profit. They know all about accident claims and will spot any opportunity to make money out of your case and this may be against your interests. Get even by calling an expert accident lawyer first for advice.

2

Never ring a claims company!

Claims companies only make money by either illegally selling your details to a solicitor or by taking money from your case. They cannot take your case to court as only a solicitor or legal practice can do that. If you call a claims company you are just giving away your money from your case for nothing.

3

No win no fee is good for you

Despite the press saying differently no win no fee means you will not face a legal bill if you lose and if you win you will only have to contribute up to 25% of your winnings towards your costs. This is a great system as your lawyer and not you is taking all the financial risk.

4

Do not feel bad about claiming

Insurance companies skillfully put out stories of fraudulent cases to make everyone feel bad about claiming. They do this to reduce the amount of claims and make more money for their shareholders. Don't be duped. If you have been injured it is your right to be compensated.

5

Pick your own solicitor.

Insurers insist upon you using their "panel" of solicitors. Why? Well most have a financial arrangement with them and chose them not because they are good but because they pay. They cannot insist on you using them so don't let it happen. Get your own lawyer who only has a duty to you not shareholders.

6

Think it's your fault...think again.

I have lost count of scooterists who have not claimed because they assume the accident was their fault as they were filtering, overtaking or riding in a group. Always check it out by getting advice from an expert. A call to me costs nothing and I am happy to talk it through even if it is just to put your mind at rest. Call me before giving up.

7

The three year rule.

When injured you must normally issue court proceedings within 3 years from the date of your accident or before your 21st Birthday if you had the accident when under 18. There are limited ways around this but it is always best to act quickly especially because if the police attended their vital report will be destroyed after 12 months. **Act now!**

What now?

If you, a mate or relative has been injured in an accident call me for free initial advice before you do anything else.

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Too much planning?

In early October 2015 it was announced on the radio that Glastonbury 2016 sold out within half an hour of becoming available; 120,000 tickets at £220 each!

Now I bet some of you are laughing smugly to yourself at those festival freaks who got up early on October 4, had extra coffee to make sure they were wide awake, borrowed a smart phone and tablet off their mates and sat down with a laptop on their knee, frantically clicking a 'refresh' button as soon as the website page went live in an effort to secure themselves a ticket.

But while you're giggling away, just ask yourself how many scooterists you know whose idea of fun at certain events is to queue up for hours trying to book up a caravan, chalet or similar for the following year's event before they've even had a chance to begin enjoying this year's?

The truth is that unlike the 80s and 90s when the scooter scene was far more spontaneous – a combination of youthful exuberance no doubt, as well as 'last minute' notice of destinations of rallies, following the trouble of the 1980s – today it is full of pre-bookers, which some suggest could potentially be damaging the scene for the rest of us...

It wasn't so long ago you could ride into Bridlington on a rally weekend and find a 'vacancy' sign in a B&B window. Now, sadly, if you've not booked digs a year in advance you're unlikely to find anywhere to stay closer than Scarborough. Sorry, you think that sounds a bit extreme? I know plenty of scooterists who don't go to Brid simply because there is nowhere to stay and they can't be bothered spending hours ringing round trying to find a last minute cancellation. Life is too short.

This by the way is just one problem of returning to the same place at the same time every year; the regulars book up the accommodation a year in advance, so you can add 'same people' to the 'same time, same place' theme.

And Brid is just one example of many throughout a year, with events put on by local clubs and promoters even less likely to move from their comfort zone than a national rally. Mind you, you can't argue with the fact that some of these attract

“ Personally, I still enjoy the spontaneity of making a decision late in the day, maybe coming across a new event in as yet uncharted territory. ”

thousands of people every year, many of whom no doubt enjoy the reassurance of familiarity. Of course those with families and children need to arrange sitters and things when going away, similarly certain jobs require advance booking of holidays, but I've had to chortle to myself over the last couple of summers upon learning of some who had their Eurolambretta and World Vespa Day 'adventures' planned out almost to the mile some 8-10 months in advance, if not more. Remember, that's before tickets are even issued.

Unfortunately, some that followed a similar path for a Northern European rally next summer have recently come unstuck upon discovering that the event they wanted to attend was primarily a camping affair with very little in the way of pre-buillt accommodation available. I understand that some who don't relish a night under canvas have even asked a rally organiser to help gain a refund on the ferry tickets they recently bought for said event in the summer of 2016!

Still, each to their own. For me though, I like my scootering to be less predictable than following an annual routine. In the same way I looked forward to visiting new

towns for rallies back in the 80s every year, so I still do today. Great Britain and the world are big places on little wheels.

When myself and a few other scooterists went to Glastonbury back in the 80s, even early 90s, it was advertised in the likes of Sounds and Melody Maker early in the year, the main bands known, and tickets available to anyone who wanted to post a cheque to Worthy Farm in Somerset. It didn't sell out in days, weeks, months or even at all and the result was usually a good festival full of people who wanted to be there, rather than weekend warriors who think it's cool to be seen there.

How times change...

Personally though, I still enjoy the spontaneity of making a decision late in the day, maybe coming across a new event in as yet uncharted territory in the new year and being able to ride there with my friends, rather than feeling disappointed that I'm missing out on a new adventure because I've got a ferry and holiday chalet paid for in advance elsewhere. But what do you think? Are we getting boring in our older age?

Ride safe,

Andy

ABOUT THE EDITOR

Since half pushing, half riding his first Vespa 90 home in the 1980s, Andy has consistently had an unhealthy interest in scooters. Riding them for both pleasure and commuting ever since, he first contributed to Scootering magazine in the early 1990s, progressing from part-time, to full-time staff member over the years, and then became editor in 2003.

He's ridden hundreds of scooters, classic and modern, from a 50cc Lambretta Luna to highly tuned Super Monza, and a 1946 Piaggio prototype of the Vespa, as well as snapping the stupidly long forks on an old Vespa PX chopper in Weston-super-Mare back when he was young enough not to care. Today his PX200 is fairly standard, and his Li Series 3 is a parts guinea pig.

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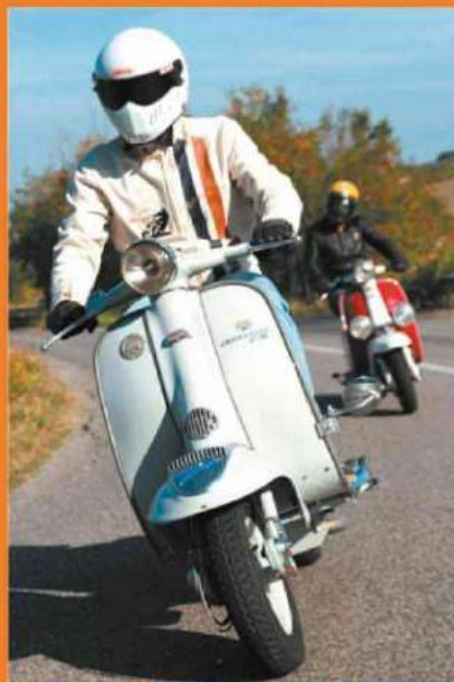
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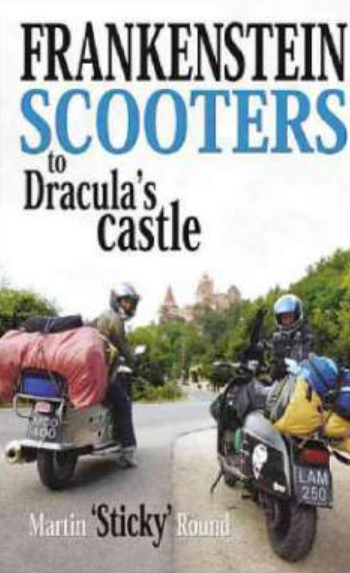
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Judy Jubb - Rip

We were both saddened to hear of the untimely passing of our dear friend Judy Jubb.

Judy was passenger in the combo with her friend Dave Dalton, and were members of the Lincoln Poachers. Judy was a bundle of fun, always a smile on her face, but she was also one helluva competitor. She'd push Dave to get every ounce from the engine and their performance on the track.

Judy will be missed, a lovely lady, always smiling, who cared about people. Our sympathies to her family, and her friends.

Rest in peace Judy.

Norrie & Janet Kerr

Tangerine Dream

Hi, with reference to your 'different segments' piece on the iconic tangerine dream bonedown built by Eric Tudor, it may be of interest that I have the original Italian GP 200 engine out of this scooter, I sourced it through Dave at madspeed performance, it has been stored for many years, but on stripping down I found that the casing and gearbox are in excellent condition. Sorry to a spanner in the works but how much of the new millennium re-born scooter is the original tangerine dream? If anyone has interest in this, I can be contacted on 07549820331.

Cheers, Lenny.

Derby 150

Firstly I'd like to say thanks for giving the Derbyshire 150 rally such a positive write up; glad you enjoyed it.

Secondly I just want to clarify a point; the rally was organised by Lambretta Club of Great Britain with assistance from Derby & District SC, rather than being a club event.

Regards,

Steve Grant (LCGB Committee and Derby & District SC)

Speedometer Problem

I have a SX200 Lambretta repro. For 4300 miles the speedo was ok and then suddenly started to fluctuate wildly between 20 and 70 mph. I had the speedo itself bench tested and it is ok. So is the cable. So I figured it must be the worm drive. I have fitted three different worm and drive gears and the problem

still persists. Although the worm gear is connecting it cannot be doing it properly or the alignment may be wrong.

I have run out of ideas on what to do next to solve the problem. Somebody told me they had a friend with the same problem and solved it by fitting a genuine second hand Italian front hub because of the quality problems with Indian and far eastern parts. I wonder if you have any suggestions?

Tony Blake, Grimsby.

(If changing the cable and the worm gear doesn't solve your problem, I'd suggest the corresponding speedo drive gear that's fixed to the hub may be the issue here; try buying a set together to make sure they mate correctly. Either that or it could be a build up of old grease in the hub that has solidified over time causing damage. Another thing worth checking is the speedo itself; cheap modern reproductions are not actually Veglia products and vary dramatically in quality – Andy)

Scooter Snobbery

To all those who feel that riders of modern scooters are lesser beings I have this to say:

1. Grow up
2. Try riding a classic when you have physical challenges
3. Your scoot was modern once.

Regards

Ruth Smith

New Forest Scooter Club

Another potential misery

I thought the following may be useful to you as a follow up to Misery of the Month in the last issue.

A few years ago I brought a Lambretta Li150 Series 3 from a dealer who put together scooters to order. After returning the scooter because paintwork wasn't right I eventually started using it, but with only about three hundred miles on the clock the engine seized. To save costs and time transporting it back I took it to a local dealer to investigate.

On the way home I got a call to return, to find they had found that there was a crack all the way round the tubular frame, bar half an inch. I was lucky not to fold it as Mike's scooter did. The dealer I brought it off had it back, stripped and used another frame after we agreed a price as no proof of how it happened.

CONGRATULATIONS



Graham and Tina Shooter of Selby Moving Targets, married 12 September 2015.

Pictured on Andy Mitchell's Lammy Do I Love You/Indeed I Do, which is our tune.

McDelivery?

Yes they do, see for yourself. While holidaying at Namma Bay in Sharm El Sheikh this July, the wife and I came across this quartet of LML Speedys, too good a photo opportunity to miss, could it take on over here, would we want it too?

Also seen them out on the road and "No", the delivery drivers aren't dressed up like Ronald, it's too hot for that over there for one plus they only have one crash helmet between the 4 scoots as can be seen in the holiday snap.

Mick Maguire.



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MAILBOX

I think the crack started from a dodgy weld on the section above where the carb is. The stress raiser formed, will tear open the frame by fatigue. So it is not just internal rust, but paint can cover other problems, so look also for a dark thin black line going round the frame which suggests it may be tearing open.

Regards.

Melvyn Weake.

Horse for course

I have been getting your magazine for a few years now after taking to two wheels again after a hiatus of nearly forty years or so and felt moved to write in after reading WA of Lancaster's comments.

Back in the day, I am talking about the "Clubman" days of scooter enthusiasts, when the accessories were matching picnic basket and thermos flask, before Mods and all that malarkey, my then girlfriend (now my wife of 42 years) and I used to tour this lovely land on a Dayton Albatross and went to many of the scooter club events around the country, including the Isle of Man, so your last issue's write up took me back down memory lane.

People of all walks of life used to turn up on a whole range of machines (purse permitting) that are long gone now, including the longer lived Vespas and Lambrettas. The thing we all had in common was we preferred machines that were neat and tidy with all the oily bits safely tucked away, unlike motorcycles. We preferred scooters. My wife and I being a bit taller than average preferred the bigger machines with a long bench seat and found Vespas very cramped indeed. I also wanted to buy British. Ahem... that's another story but that was how we were then.

There was some snobbery, funnily enough it tended to be the owners of the more exclusive (expensive) German machines like Durkopp or Heinkel that were a bit twee but it never got to be anything nasty like telling people to go back to the shop where they bought their machine and get their money back.

I traded in my Dayton for a Triumph Tigris about the time the Mods came along and the Clubman scene died off. I had nothing to do with the Mods and they

had nothing to do with me (apart from towing a couple of broken down scooters home and the lads were impressed with the Triumph's pulling power). Then a few years later, family life led to the sale of the scooter and down payment on a car on the never never.

Fast forward to my 65th birthday I treated myself to a retirement present. After trying a few scooters, I plumped for a Piaggio Vespa GTS 300 in brilliant white. I was so impressed with its power, comfort and stopping power (by god the disc brakes are a godsend!), its size like my old Dayton. Never being a Vespisti before, I was interested to learn that it is the latest in a continuous long line of Piaggio Vespa big frame models from 1946 (which actually is not the case with the BMW Mini is it?). With my new toy I have attended the Isle of Wight International Scooter Rally for the last few years and Vespa Club of Britain events, they really have the feel of an old Clubman rally in many ways. I still don't have anything to do with Mods etc (my wife and I go and have cream teas around the island on the Vespa rather than drinking or partying) but we take part in the rideout and go to the parts fair and custom show and enjoy the sights and sounds and of course still love these smart machines in all their different shapes and sizes. I was pretty dismayed to read that my presence (and that of many other older riders too) is simply not wanted or tolerated by some, as rudely stated by WA of Lancaster.

Are the roads simply too small for all of us to share this space and just give a friendly nod to young man? Someone's choice of machine is their business, especially if on a tight budget. This magazine covers all forms of these wonderful machines and there is no accounting for taste. Many of us are not Mods or what have you and are not tied to Vespas and Lambrettas or two strokes or gears for that matter. As your editor rightly said last issue...horses for courses!

Please carry on what you do so well Scooter magazine and show us all the horses for all the courses despite the "neigh" sayers...excuse the pun!

Bill Irvine

Herts

Cambretta?

I am an avid reader of your magazine Scooter and saw something in Cambridge Yesterday that may interest you and make a good feature?.

You've heard of Lambretta but how about a Cambretta?. People enjoying the sun on the river done a double take when an iconic punt came floating by with a 60s SX200 on board.

Regards

Ben Phillips

(apparently it was a stunt to promote a local nightclub evening - Ed)



The Double Diamond Scooter Club, based in Princes Risborough, Buckinghamshire presented a cheque for £1,000 to Risborough Rangers Junior FC (RRJFC) Pan-disability team at the recently-held Kop Hill Climb event.

"At our annual Weekend Charity event we wanted to raise money for a local good cause and the recently formed RRJFC Disability Team of boys and girls was unanimously chosen by our members," said Chairman, Frank Smith.

On hand to accept the cheque was Team Patron, Mike Bushell, the BBC Sports presenter together with team members and their families, team coaches and RRJFC Chairman, Andrew Quigley.



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Another Early P-Range

I read your recent article on the early P200E with curiosity. I thought you may be interested in my (bi)daily steed...

I've had (quiet!) a few scoots in the last 30 years, and am currently buzzing around on GTS. However, needing a new project due to feeling the urge to get oily again, I put a 'wanted' advertisement on my works intranet for an Italian scooter. I received a barrage of responses detailing ETs and LXs, a fair few GT/GTS/PXs and even a few restored Lambrettas (silly money!), but nothing really caught my interest until someone sent me a few pictures of their 'old Vespa' lying dormant in the back garden. At first glance it looked like just another P-Range, but something made me look again, and upon second look I noticed it didn't have any indicators.

I'd had several early (head-set top key version) P-Ranges in the past and so felt comfortable with this model. I went down to view the scoot and loved its battle bruises and scars and lack of indicators! Unfortunately the only things that moved where the wheels; even the handle bar gear change refused to budge! The paperwork seemed all order, including a dating certificate from Piaggio so money changed hands and the scoot was loaded into the van. Apparently the scoot was registered via Gran Sport in 2001 (it even still has the original Gran Sport number plate) and was another 1978 'S' plate!

It was too complete to 'chop' and had too much patina to 'matt-black', and yet another restored scooter would bore more senseless, so I decided to get it up and running whilst trying to source some 'original/decade relative' accessories with Nick at South West Scooters giving the

engine a quick once-over. The electrics proved tricky as the chap I bought it from had replaced the 6v points system with a 12v electronic stator etc. but not told me, or changed any of the bulbs! Whilst the theory of 'brighter lights' has merit, I couldn't understand how the practise was ever proved with any longevity unless you also upgrade the bulbs (and the horn)!!? Subsequently it seemed that the loom changed colour mid-way from engine to headset but luckily a good friend (and electrical specialist) brought round lots of gadgets (which made weird noises) and sorted it for me.

Another thing worth pointing out about these models is that many of the components used were from the last of the 'Rally' range. E.g. smaller front wheel spindle, meaning smaller bearings (17mm??) and smaller steering lock etc. The disparity proved quite difficult when trying to order parts, as many of the dealers would send the 'normal' larger items – which just added to my frustration and protracted the project. In fact, on occasion it seemed like anything that could be awkward was, including trying to convince dealers that the part they had sent me for my P-Range didn't fit! "Well it's not a P-Range then," was one response...

The scoot is now used almost every-other day, and displays all the usual bulletproof characteristics of an early Vespa and although (much!) slower than the GTS, it's a joy to ride. Although remembering to do the occasional hand signal on our pot-holed Devon roads often proves a challenge!

*Yours,
Neil*



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Legends of Man

The Isle of Man is ordinarily a sleepy little island, but for two weeks each year it comes alive as thousands of race fans flock to watch what has to be one of the last few 'no holds barred' motorsports events in the world. There are no safety nets, stunt doubles or second chances on the brutal Mountain Course.







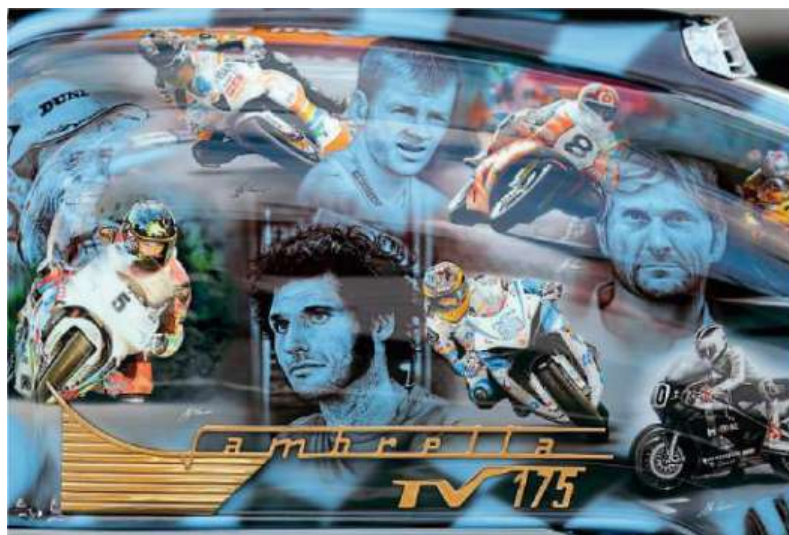
The TT, or Tourist Trophy races began in 1907 and are infamous; it's an open-air spectacle where riders literally dice with death – each year lives are lost as modern bikes reach speeds in excess of 200mph on public roads. Lampposts, walls, trees and kerbstones come keen at those speeds, get it wrong and you're lucky to walk away to tell the tale, or to ever walk again.

Nick and Helen Prince are big TT fans, so big in fact that they moved over to the island in 1999 after falling in love with the place. This isn't their first scooter to immortalise the island either, you may remember the couple's last custom scooter, the stunning Mad Manx; well they're back with this eye-catching homage to the men who risk their lives at the ultimate road race.

Legends of Man is about the most appropriate name for this Series 2 TV 175, the lifelike murals depict just some of the heroes who have become a part of TT history; the Dunlop family, John McGuinness, Steve Hislop, Agostini and the often forgotten sidecar stars are just some of the larger than life riders depicted by airbrushing maestro Ty Lawler. Ty has crafted his magic on every metal panel on the scooter, both inside and out. Up close those murals are outstanding, the stubble on Guy Martin's chin is lifelike enough to give you a shaving rash if you get too close!

Nick took an age to work out exactly who would garnish this faultless machine, his own favourite rider, Hislop had to be on there. The Princes were lucky enough to watch the epic battle between Foggy and Hizzy in the 1992 Senior race, underdog Hislop took victory on his rotary Norton in a race cited as the greatest ever.





Of course no TT themed machine would be complete without the haunting eyes of Joey Dunlop (staring out from the splash plate here) or one of the unsung heroes, a sleeping marshal, grabbing five minutes' rest under the mudguard. After all no race meeting would go ahead without these orange suited guardians of the track. Nick explained to me some of his mural choices; "Each rider is on there for a reason. For example Stanley Woods – the world's first motorcycle superstar in 1923 – is shown congratulating Mike 'The Bike' Hailwood. Joey Dunlop, Robert Dunlop and his son Michael Dunlop are a racing dynasty! Giacomo Agostini the Italian multi-time world champion Grand Prix motorcycle road racer. Nicknamed Ago, with an absolute record of 122 Grand Prix wins and 15 World Championships titles, he is considered to be one of the greatest motorcycle racers of all time. Robert Steven 'Hizzy' Hislop was a Scottish motorcycle racer. Hislop won at the Isle of Man TT 11 times first man to lap at 120mph. I could go on, each one has a story..."

Top: Guy Martin stares out from the centre of the panel, with 'King' Carl Fogarty to his right (three TT wins and four times World Superbike Champion) and Ian Hutchinson above him (11 TT wins).

Above: Clever use of gold inlay makes the work on the engine stand out even more.

Right: The late Mike 'The Bike' Hailwood won 76 motorcycle Grand Prix races and 14 TTs including one in 1978 after an 11 year hiatus from the sport. During that time he competed in Formula 1 car racing.

OWNER DETAILS

Owner: Nick Prince

Job: Maintenance foreman for Manx Utilities

Scooter club: Isle of Man Lambrettas, Louth Scooterists, LCGB.

First interest in scooters: 1978-79, I lived in Skegness at the time and as a 13-14 year old the music was all over the radio, scooters invaded the coast at bank holidays and the shape and the mechanics of the scooters fascinated me –and still do!

First scooter: A Vespa 90 in 1981, then I saw the light and I've loved Lambrettas ever since.

What is your favourite style of custom scooter: I appreciate and respect all styles of custom scooter, as I know that someone's heart and soul has gone into creating it.

First rally: I rode to the Isle of Wight from Lincolnshire in 81-82ish on the Vespa 90. I was the 'young' member of the Sleaford Allnighters and they buried my crash helmet in the sand at the Isle of Wight for a laugh – I never found it.

How could the scooter scene get better: Stop worrying about how anyone gets to a rally – life's too short! But obviously on a Lambretta is the best way.

Farthest you've ridden on a scooter: Possibly Euro this year, as we made it a two week expedition and did about 2500 miles. We spent time in numerous places in Europe including Vienna (lots of singing to an 80s tune), Dunkirk (including a yacht), Arnhem (nearly a bridge too far) and the Atlantic Wall (awesome).

Favourite custom scooter of all time: Memphis Belle, and Master Blaster from way back in the 80s.

If you had to recommend one item of riding kit what would it be: New visor on a regular basis.





The scooter itself is as important to this story as the artwork. Nick picked the TV up for the meagre sum of £800 from an old boy on the island. It was an original 1960 Manx scooter with some sporting history of its own and part of Nick's brief was to keep every panel rather than buying replacements.

He also wanted the base coat to be as close to the original colour as possible, both of those demands were met and without a shadow of a doubt it is one of the finest tributes to the TT you'll ever see. Even the inside of the panels and the tank and toolbox are painted to the same high standard as the rest of the scooter and have been muralled, parts of the course inside a side panel, the odd racer here... it's a canvas that has been utilized to the full and Nick explains more about some of them in his spec sheet. The outstanding paintwork is shown off with some of Adi Clarke's engraving and topped off with a smattering of Quality Chrome and gold plating.





“One of the unsung heroes, a sleeping marshal, grabbing five minutes’ rest under the mudguard”



SCOOTER DETAILS

Name of scooter: Legends of Man.

Model: Lambretta TV Series 2

Date purchased: 2012 – £800.

Inspiration for project: Being a TT fan and living on the island I always wanted to do it. It was always in my head but with it being such an iconic event I knew it was a mammoth task. I was fortunate enough to meet Malc Wheeler who gave me encouragement not to give up, I was then asked to exhibit Mad Manx at the Manx GP by Malc for one day – which stretched to a week, which proved his point – it was a task worth pursuing.

Time to build: In total 18 months, the whole build was done by myself.

Special details: Joey Dunlop's eyes on the splash plate. Panel handles shaped and engraved by Ty as copies of the wings from the base of the TT trophy. Underneath the front mudguard is a TT marshal asleep (the TT could not run without marshals and they work tirelessly behind the scenes to make things run smoothly, the 'hidden' part of the TT). The sidecars on the inside of the panels – one is Nick Crowe and the other Dave Molyneux both live on the Isle of Man. Dave is a Manxman and is a sidecar TT racer with 17 Isle of Man TT wins, more than any other sidecar TT racer. Nick Crowe is a five times Isle of Man TT Winner, 2008 British F2 Champion of sidecar racing and the TT sidecar lap record holder – they never get the recognition that the solo riders get, hence I had to include them. The seat, simply 37.73 miles the length of one lap of the TT course.

Engine: TV 175 standard, original barrel and original carb. BGM electronic kit, BGM clubman exhaust (nearly as loud as TT Radio).

Top speed: Not as fast as the Morecambe missile, John McGuinness, on the front mudguard. Paintwork & murals: Ty Lawler at Pageant Paint in Norfolk.

Engraving: Crank case cover – Phil Read and Joey Dunlop's helmets, exhaust engraved with TT radio, etc, all by Adi Clarke.

Overall cost: According to the Tea Lady it's the price of a new kitchen – she says: “When I look at that scooter I see a kitchen.” My reply; “It's better than me sitting in a kitchen thinking this is my Lambretta!”

Hardest part of the project: The subject and could I do it justice for the men that do over 200mph on public roads. For some there is no return...

Advice for anyone starting a project: Be warned, it's an epic journey and will take over your life.

Thanks: Ty Lawler and Belinda, true visionaries. Karl at Quality Chrome, Adi Clarke and the Tea Lady.



NICK EXPLAINS THE ARTWORK

The scooter was purchased new on the Isle of Man in 1960. I brought the scooter from an old gent on the island who had owned it nearly from new. The scooter had competed in many events on the Isle of Man and came with the original logbook and registration. Although the scooter was very battered and had about 20 coats of Dulux paint on it, I could see the potential and I wanted to keep every piece of panel work original – not replace anything. So when I went down to Ty Lawler in Norfolk near Snetterton racetrack with my scooter and explained the importance of keeping all the original panel work, he agreed with me and the task was set.

As there is well over 100 years of the TT, picking the right images was a daunting prospect and making sure I got my personal favourite riders in. There was an ongoing dialog with Ty, Belinda and the tea lady who all contributed. I don't think there was a day went past in the 16 months that it was being sprayed that it wasn't talked about!

While Ty was busy doing his art I contacted Adi Clarke and explained that I wanted a certain style of engraving – for example I'm not keen on 'swirls'. He was great and we had some long conversations. All my chrome/ gold was done at Quality Chrome by Karl Russell. It was as though Ty, Adi and Karl had a mystic link as they

all got 'it' so well – we have all bonded over this scooter.

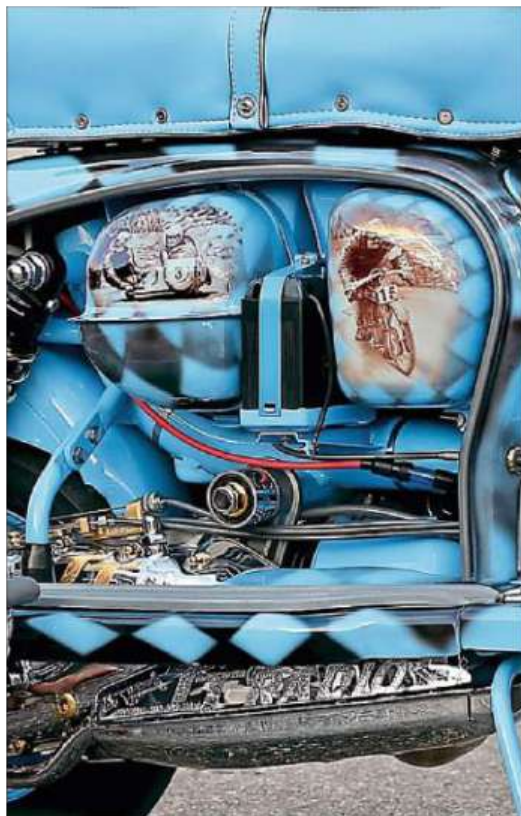
When I finally put it all together in the garage I could feel it becoming mine and was amazed that all the individual parts started to flow together and complement each other. A memorable moment was picking the scooter up from Ty and him not wanting to let it go, it was like taking his baby off him after 16 months it had become part of him; the time and artistry he has invested in it are mind blowing. I felt like a new daddy picking up his child for the first time. This scooter brought a level of communication between myself and Ty that I never thought possible.

As a tribute to the real life (and death) heroes of the Isle of Man, Legends of Man has more than fulfilled the demanding brief and has included as many legends of the 37.73 mile Mountain Course as possible. This tribute is a machine that needs to be seen and if the reaction to it is anything like the one Mad Manx received when it was shown at the Manx TT (Nick was asked to show it for a day but it ended up being there for a full week) it will become as legendary among race fans as the racers themselves. Make sure you spend a few minutes appreciating it if you see it out and about.

Words: Iggy

Photography: Karl Kelly





Opposite page bottom: In the background is a Series1 Lambretta that was actually used by Marshalls on the Isle of Man (hence the large 'M' on the screen).

This page above: Many decades of the TT are represented on this scooter.

Below: The sidecar racers are not forgotten either, with the inside of the side panels drafted in for extra canvas area.



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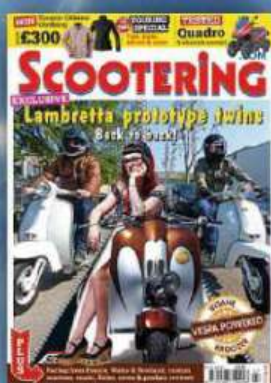
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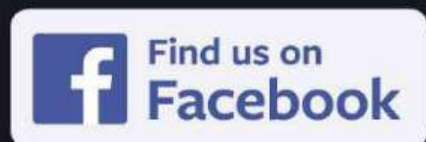
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Baby T

Looking at the Vespa between shots, waiting for the sun to reappear from behind the clouds, we all agreed that baby blue was a much better colour for it than graphite grey. Passers-by definitely stop for the blue...

With parents first igniting her interest in scooters before she was old enough to ride one, it was only natural Kirsty would be keen to sample the appeal of the freedom riding a scooter gives you as soon as the law allowed. Riding both socially and for necessity she met boyfriend Lloyd, another young person involved on today's scooter scene who has had the enthusiasm for these Italian shopping bikes passed down to him. Not only has Lloyd got a full licence which allows the pair of them to travel further afield two-up until Kirsty passes her test ("I think I've seen more of the UK by scooter, from Somerset up to Kelso, and attempted France," she told me), but Lloyd's dad knows a thing or two about building trick scooters (his Lairy Li was featured back in April 2000's *Scootering*) so it was only a matter of time I suppose before the opportunity arose for son to show father it had rubbed off on him too.

Fortunately for Kirsty, Lloyd took little convincing that her scooter should be the project, or rather

OWNER DETAILS

Owner: Kirsty Harrison

Job: Administrator

Scooter club: None, solo rider (Essex)

First interest in scooters: Aged 13, although I have been brought up around the scene

First scooter: Vespa PK50

Favourite model: Vespa rod model

Favourite style of custom scooter: Rusturations, street sleepers, anything well-engineered.

First rally: Mersea Island (when I wasn't old enough to ride at the time).

Favourite and worst rally: Favourite was Whitby. Worst was Weston-super-Mare, other than the Lambretta museum and Scootopia there.

How could the scooter scene improve: Combine VFM scooter rallies with scooter racing, and more sprint racing.

Likes about rallies/events: There seems to be growing mixture of music which is always good, more indie, Britpop stuff.

Dislikes about rallies/events: Showers. I am a bit of a girly girl when it comes to being clean), but how on earth do they get in that state? Also people shouting 'Alan' at four in the morning??

If you were a rally organiser, what one thing would change: Get-me-home spares, more scooter parts dealer stands and secondhand parts.

Who first inspired you in the scooter scene: My dad, he taught me how to ride a scooter and took me everywhere and my mum also for taking me to different events, thanks for the push. Also the music they were playing helped influence.

Recommend one scooter part: Maybe an Air Hawk for comfort, although according to Lloyd we have to arrive in style and not comfort!

What part would you most like to see developed for scooters: Affordable 305cc engine.



scooters for it was her Vespa smallframe and T5 that were to be combined to create the vehicle you see before you today. And ain't it neat? Yes it's a large frame Vespa engine in a smallframe chassiss, which isn't a completely new idea, neither is building a scooter with a rear end that lifts off, but combine these with a whole host of other features – and the fact Lloyd did the majority of work himself at home in his parents' garage – and you're already hooked for a third look.

It's an old cliché I know, but we often say on these pages that such a scooter needs to be looked at in the flesh, the details examined. With Baby T here, take a coat along and lie on the floor to have a good look around it and try to understand when Lloyd says that one of the hardest parts of the project was cutting the engine correctly so it would fit into the smallframe chassiss and the wheels still be inline. Then there was the job of designing the subframe to not only accommodate everything, but also to reinforce it so it was strong enough for the job too, always making sure it too was lined up and that each extra weld didn't affect it all going back together neatly.

The petrol tank took a few days of working with cardboard templates apparently, again all having to be checked and double checked that it would both fit within the confines of the chassiss and also be removable. Lloyd made two because he wasn't happy with the first one.

“The petrol tank took a few days of working with cardboard templates... all having to be checked and double checked that it would both fit within the confines of the chassiss and also be removable”





At the front the forks needed work too, the PX item's stem cut and also the pivot cut and shortened and the shock offset and placed at a slight angle to both work well and look original.

Then there is the snail exhaust, a pure one off that started life as a Lambretta JL pipe before Lloyd once again sat down with pencil and paper to work out how to get a good pipe to fit in the space that was available. Once happy with the design every section was cut and rotated, his dad bouncing up and down on the seat to check clearance as the pipe progressed until eventually, the exhaust was finished too.

Dad Mark by the way, along with offering encouragement and garage space was also the mind behind the electrics, Lloyd like myself happier getting dirty with the mechanical aspects of a scooter rather than the mysteries of electricravery.

Above: The rear end of this Vespa has been completely re-fabricated to house the T5 engine, disguised with a neat removable body section.

SCOOTER DETAILS

Name of scooter: Baby T

Model: Vespa 100

Date purchased: 2009 for £500.

Inspiration for project: Loved my smallframe, but didn't have the money for a tuned engine.

Time to build: Just over a year by Lloyd Watts and Mark Watts.

Frame mods: Engine mounts moved forward 50mm, new floor pan cut out and welded, de-seamed rear frame, 4212 rear light with KTM LED unit inside, top of tank area frame welded up and smoothed, roll top toolbox, fuel gauge mounted in top of the toolbox, tubular subframe fabricated hidden under panel work, rear end designed to be lifted off, one-off fuel tank fabricated, billet filler cap, Lambretta fuel tap, pressurised fuel pump and sender unit, handmade custom seat base, PX forks 22mm spindle, cut and shortened to give it the original smallframe look, Digital speedo pick up and SIP caliper, SIP Tubeless rims, PK50 front shock, Primavera headset (modified), Grimeca Peugeot Speedfight front brakes set up, thumb choke, SIP digital speedo, battery mounted inside toolbox, complete one-off full Wassel DC loom and stator made to spec, billet clutch lever, handmade centre sprint rack, flywheel cowling made to look like Rod model part, numberplate holder fabricated, aluminium kickstart drilled out, drilled out back brake.

Engine: Reliable 125 Vespa T5 engine, Polini air filter, casings polished & flowed, full DC Wassel stator for better lights, custom exhaust with a TS1 stub and Kevlar end can.

Other details: Sand and soda blasted by MP Soda Blasting (07598244946) Clacton, seat covered by Corky (07803799490) Ipswich, casing & wheels painted by Leon Bugbee (07748 121009) Halstead.

Paintwork: Prepped by Lloyd and his mate Lee, Fiat 500 baby blue painted by Lloyd, overall cost in paint £160. Pinstriping and signwriting by M Designs (07888 897370) Clacton.

Overall cost: Cheap. I had a good group of friends who supported us through the project, majority of the parts were secondhand.

Hardest part of the project: According to Lloyd, cutting the engine to get the wheel centres inline.

Advice for anyone starting a project: Try and do it all yourself, learn new skills. Don't be scared to fail, think outside the box, ask questions.

Favourite dealer: SIP Scootershop.

Thanks: Paul & Clare Jakeman, the kindness of this scootering couple helping and giving parts so this scooter could happen, true friends. Lambretta Rehab Jarv and friends some of nicest old-school workshop scooterists willing to help with parts. Scott Barnes for parts, helping out and being a good friend. Lee Koppenaal for sticking by us and helping with the machining parts and the 1am paint. And a big thank you to Mark Watts; without your encouragement (and allowing the garage to be taken over!) this wouldn't of happened, and you're the master behind the DC Wassell set-up! Last of all thank you to Lloyd Watts, my future husband to be for building me this smallframe; the hours and labour he has put into it, words cannot explain!



And while he was praising his dad's work, pointing out other bits where he'd helped, the overwhelming impression you get when talking to Lloyd about the Vespa he's built for Kirsty here (and she did a few bits too!) is his enthusiasm for it.

In the nicest way, get him talking and he's hard to shut up, but that's only because there is so much to say. Just when you think you've spotted all the mods, he points out another; sometimes obvious, other times so subtle you have to look twice – like the de-seamed frame – but as we all know it's often the little parts which are so important. But Lloyd loved it all, the designing, fabrication, problem solving, and of course the end result, which includes the smile on Kirsty's face.

I asked her how it rode, and with a smile on her face Kirsty replied, "lovely, just like a smallframe does which is exactly what I wanted". She handed the keys over for me to take it round the block and I can confirm it feels far more like the Vespa 100 to ride than the T5 which powers it along, which is a job well done in my mind.

One final word on the paint though, the graphite grey we reckon would have made it look too modified, if you know what we mean. The last time Lloyd painted a scooter was his orange smallframe when he was 15 and he said never again. He did though, as you see here, but with the warning that if you're doing it yourself in your parents' garage and it's blue, be prepared to look like a smurf after you've finished!

Words & photos: Andy



ABOUT THE BUILDER



Lloyd, why choose to build it yourself?

Because I like being on the tools in the garage and I find it hard explaining 'why be normal?'

Have you built a Lambretta or Vespa before?

Too many!

How long did this one take?

From start to finish one year, three months.

How did you choose any outsourcing?

Word of mouth.

What tools did you use most?

MIG welder, TIG welder, 4.5 grinder slitting disc and soft pads, a plumber's pipe bender from the car boot sale for a tenner, and plenty of sheet metal and steel tubed pipe section.

Did you have to buy any tool especially?

Nope. If I needed a certain tool for example for bending the rack, I would overcome using what I had.

Was anything easier than you thought?

As long as you are committed and prepared to give up every evening, going to a rally and spending long winter nights and weekends building, you can achieve anything no matter what your background.

What tips would you offer other would-be builders?

Drink lots of tea and stand back and look at it. Make sure you dry build it and take plenty of photos.

Also... don't rush into the paint shop, think about routing cables hiding electrics, speak to engineers and welders, think outside the box, be different, look at other people's custom builds and bikes for ideas...

What did you learn from doing it yourself?

More key skills that I can take forward to improve on my next project!

Would you do it again?

Certainly!



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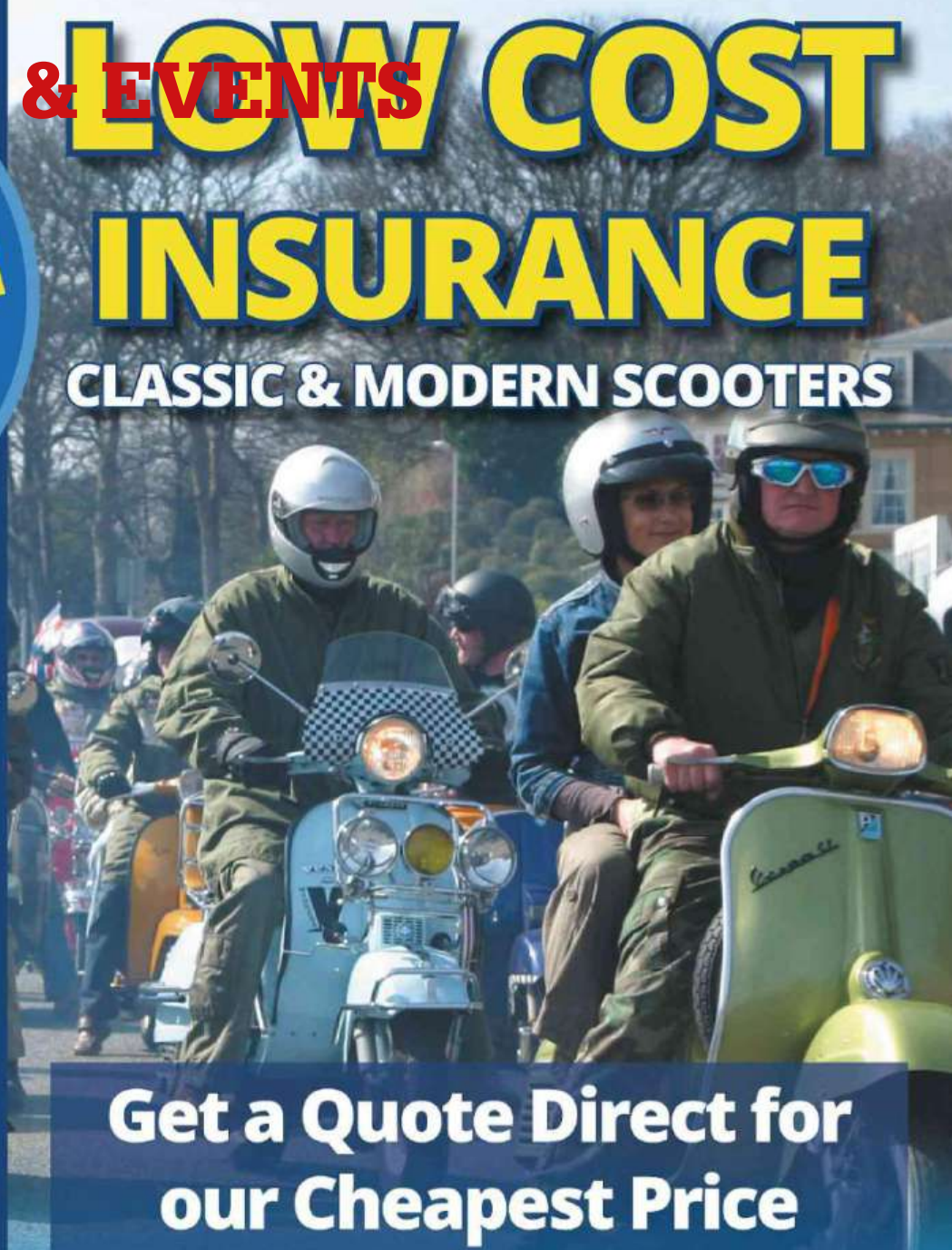
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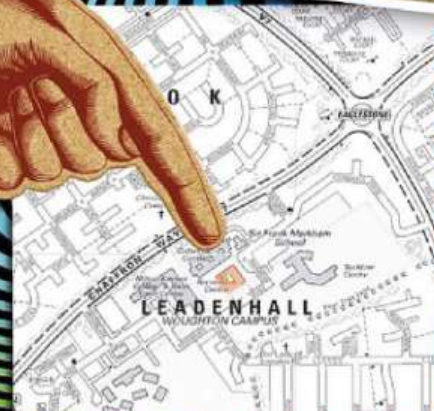
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17 Double Barrel, Soul night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448
17 Record Fair, Royal Horticultural Halls. London Info www.vip-24.com or call 0116 275 2815
18 Barnsley Parts Fair, - Havercroft & Ryhill Sports centre, WF4 2BD. Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk
23 Double Barrel, Soul and Ska night, The Horseshoe, Siston, Bristol. Info 07765 676247 or 01934 644448
24 Hindley Stateside SC, Halloween scooterist style, St. Williams Club, Higher Ince, Wigan. Entertainment by Sorted & DJ Dobby with live band, The Detail. Food included, large dance floor, cheap bar, late finish. £5. Contact Bally 07450 906497
24 Hip Cat Express, play The Doughboys End of Season Do. Wellingtonborough. 7.30-12. All the best in Mod N soul on vinyl. Contact Doughboys SC for tickets.
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24 Devizes Sweet Sensation SC, Do - Cross Keys, Rowde, Wiltshire SN10 2PN. 7pm till late - all your favourite Ska n Soul, £5 otd.
25 Record Fair, - Aylestone Leisure. Leicester Info www.vip-24.com or call 0116 275 2815

28 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

30-31 Bridlington BSRA, National rally 10
30 Double Barrel, Soul and Ska night, Duke of York, Horfield, Bristol. Info 07765 676247 or 01934 644448
30 Inflammable Materials, present The Hostiles with support from The Suburban Toys at Cafe INDIeendent, Scunthorpe

30 Shoreditch Got Soul, Blues Kitchen (East) 134 Curtain Rd, London EC2A 3AR 9pm-3am (free before 9.30pm/£5 after) Live Soul Revues + DJ's Dr Robert + Special Guest. www.newuntouchables.com

31 Medway Aces SC, Halloween Do, Royal Function Rooms, Rochester ME1 1XB. 8pm-1am. Optional fancy dress competition £10 otd.

31 The Hubble Bubble, mod night, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

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31 Record Fair, Chiswick Town Hall. London Info www.vip-24.com or call 0116 275 2815

NOVEMBER

6-9 Southern Shakedown, Hastings www.southcoast-scooter-shakedown.com

6 Double Barrel, Soul and Ska night, Jolly Collier, Bedminster, Bristol. Info 07765 676247 or 01934 644448

7 Zoo Zoo 2, Blues Kitchen (Shoreditch) 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9.30pm/£5 after) Live bands TBA. DJ's Dr Robert + Guest. www.newuntouchables.com

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7 AONSC Scooterist Charity Night, with 2 great tribute bands, the Jam DRC & Special Brew, DJ support from Decades of Sound, at the Standard Triumph Club, Coventry. Ticket only event - £10 each. www.aonsc.co.uk

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7 Double Barrel, Big night out, The Hawaiian Bar, City Centre, Bristol. Info 07765 676247 or 01934 644448

8 Ride of Remembrance VIII, by Wasps of London SC. Meet Battersea Park (Chelsea Bridge Gate) from 10am. Minutes silence then ride to Wellington Arch to lay wreaths. Re-group at Hyde Park Corner for 1 pm ride to The Eel Brook SW6 4SG for music, raffle and much more.

12 NUTsMAGI, The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 8pm-1am Free 3 live bands check website + DJ Dr Robert + Guest www.newuntouchables.com

13-16 VFM Great Eastern, at Mablethorpe. See main ad.

13 Double Barrel, Soul and Ska night, Old Mail House, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

14 Banbury Soul Club, 12th Anniversary 8.00 pm to 1.00 am. Trades & Labour Club (use side venue by car park) West Bar Street, Banbury. Playing Northern Soul, R&B and Motown. Two special Guest DJ's - Sean Chapman and Nige Brown along with Banbury's own Charlie Mc, Steve Milsom and Tom Howard. £5.00 on the door. Info: Tabs 07528 285977 or Steve 07943 793417

14 Daytrippers SC, charity do. (Acorn Childrens Hospice) at The Dark Horse, Alcester Road, Moseley, B'Ham B13 8JP. 8pm-2am Tks £5 from The Rabbi 07774 907952

14 Double Barrel, Soul night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

14-16 London Musicmania, probably the biggest record fair in the UK, including all music related memorabilia as well as vinyl and CDs. Olympia Exhibition Centre (Central Hall). London W14 8UX. From 10am £5, £10 8.30am-10am. Info www.vip-24.com or call 0116 275 2815

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20 Double Barrel, Soul and Ska night, Queens Head, Eastville, Bristol. Info 07765 676247 or 01934 644448

21 New Untouchables 18th Anniversary, Party The Phoenix, 37 Cavendish Square, London W1G 0PP. NUTs DJ's and special guests from 9pm-4am/Adm £8 www.newuntouchables.com

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21 Record Fair, Wolverhampton Civic Hall. Info www.vip-24.com or call 0116 275 2815

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25 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

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4 Telford Saints SC, Xmas Party at Shifnal War Memorial Club, tickets £7.50. Live band Rudi and The Revolvers, DJ Vinyl Sounds. Info Mark 07578 809744

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LAMBRETTA CLUB OF SCOTLAND 4 NATIONS RALLY, STIRLING, SEPTEMBER 18-20

For me scootering is all about riding with mates to places far and wide, drinking beer, and meeting friends new and old along the way. The 4 Nations gives me the opportunity to do all those things.

This year it was the turn of Lambretta Club of Scotland to host the event and the venue was Stirling, next to the battlefield at Bannockburn. As I was the only one from Derby I arranged to meet up with my usual riding companions from London Lambretta Club at Ambleside in the Lakes. I set off Thursday morning and rode up to Knutsford before hopping on the M6 to break the back of the journey. Motorways are not nice places to be, but sometimes they are necessary.

The last few miles pootling through the southern lakes were far more pleasant and I arrived in Ambleside after a trouble free 162 miles. The southern contingent of Ian, Paul, Jerry, Chris, Pete and Vic arrived a little later and we quaffed a few beers before retiring to our Youth Hostel next to Lake Windermere. The weather had been good to us and the views over the lake were stunning.

Next morning we were off for the village of Threlkeld for Paul (Monkey Boy) Threlkeld to visit his ancestral home. That done we headed to Carlisle then picked up the scenic A7. We had our only rain shower of the trip here and the first scooter issue. Vic's exhaust gasket had blown, so we found a roadside café to stop in where we ate haggis and tattie scones while he carried out repairs. Next minor problem was Pete having a puncture, but the gunk-type product he had in his tubes meant he was able to roll to a stop and sort it without any drama. Then it was over the Forth Road Bridge for one of those 'been there, done that' moments.

We arrived at the King Robert Hotel at Gish and were greeted by Gillie and other members of LCS. We got our goody bags, including a great rider's tabard like those worn during the famous Scottish 6 Day trial events. During the night's festivities we met up with lots of people, exchanging stories of breakdowns



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Hector Maclean

Best Street Racer: WKO 24J,
John Mattison

Best Engineered: ZV10 549,
Dave Wheelan

Best Custom: VTB 32H,
Kirstie Bond



and roads ridden. Next morning we had a ride round the beautiful old town of Stirling and up to the castle. We left there, heading for the Wallace monument but by chance we bumped into the official ride out, so joined that and spent a pleasant hour or so meandering around.

There was a custom show back at the rally venue, with some great scooters on display, including a six-day trial replica from Belgium; fitting as the trophies were presented by Scottish scootering legend Ludo More who participated in the original events. That night we hit the town and met up with groups of scootersisters from all of the nations before heading back to the do to celebrate a cracking weekend.

Sunday morning we took the pragmatic option of motorways home. My journey was 293 miles, but the others had 100+ miles on top of that. So we got on the road at nine and cracked on, with seven Lambrettas sitting at 60+ for mile after mile with no problems.

Thanks to all at LCS for organising a fantastic event; I got to ride some great roads with good mates, visit places old and new, meet up with existing scootering friends and make a few new ones. Oh and we drank some beer. All boxes well and truly ticked for me then.

Words: Steve (Number 22)

Photos: Paul 'Monkey Boy' Threlkeld





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WOOLACOMBE BSRA RALLY

Like many parts of Britain, Devon has some stunning scenery and wonderful scootering roads, which go together with the Woolacombe rally rather well to create an always memorable weekend.

It's not just the ride either, the South West Scooter Clubs have of late managed to carve themselves a bit of a niche when it comes to entertainment as well. Offering more than what many events sadly call 'scooter music' (!?!), the SWSC boldly go where others fear to tread, although some are now copying. Trouble is, once the masses catch on then the novelty often wears off, but I digress...

A detour via Dismaland in Weston-super-Mare saw the second part of our 300 miles journey to North Devon – some 100 miles down the beautiful west coast – take almost as long as the 200+ miles the previous day from out home on the east coast. This was thanks to friends in Company C, whose company I always enjoy and riding with is always a memorable occasion, just remember never to venture too far.

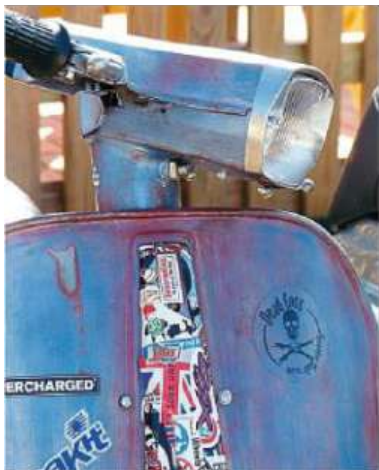
In dribs and drabs our posse of cider fans arrived at the rally site on their varied selection of scooters, including *Scooter's* former cartoonist and designer Carfy who despite the best efforts of Jono and I had an Amal carb on his TS1 Lambretta-sculpture that pissed out more fuel than it sucked in at anything less than 30mph. This made the twisty roads an especially challenging ride for him...

At the gate plenty of meeting and greeting took place, the nearby bar and mini-mart offering sustenance for those who needed to sup before setting up home, whether that be of the chalet or canvas variety. I'll refrain from mentioning the scooters I witnessed being trailered in from distances close enough that even a Vespa PK50 could have ridden them in less than a day; suffice to say the organisers tell me that thankfully these numbers have reduced since last year.



SHOW RESULTS

Best of Show: Start Me Up
Best Vespa: Vegas
Best Lambretta: Acquiesce
Best streetracer: EST
Best engineered: X742EGP
Best chopper: Absent Friends
Best resto: YVL730
Best paint: Start Me Up
Best mural: Wings of Speed
Best auto: OBA 373



Friday night's party saw BasketCase wow the crowds as they have done so at every other rally I've attended in 2015, or so it seems. For this reason I was in no rush to see them again, no slur on their talent of course I hasten to add, but a suggestion here to rally organisers all over the UK – from national event to local club and LCGB-type rallies, please do remember that there are plenty of scooterists around the country who support events regularly, no matter the geographic location. A varied set from your DJs would be nice, and if you must have bands please don't all choose the same ones.

Outside of the main room was the soul-only venue, including a bar, which saw plenty of gliding type soulful action over the weekend, and after the main venues closed their doors, the outside bar was where the masses congregated to complete their travel tales of the day.

This weekend was to be blessed with beautiful sunshine, which is what greeted us Saturday morning. The scooter custom show was an outdoor affair until midday, but that still wasn't late enough for those who had overindulged the previous evening. A sign of a good night indeed... A wander around the site is definitely a must at Wooly, to really appreciate all the different types of scooter attending, although the show did have a fair

representation from the full-blown custom of Start Me Up, to the classic chop of Jack's Back, a couple of tidily modified Vespa ET4 autos caught many an eye too, as did the C, D and LD collection of shaft-drives from Exit 17.

Next was the rideout, for those who had yet to explore North Devon by scooter, while the rest of us took advantage of happy hour at the outside bar where live band Peloton kept the masses entertained, as did a brief sandcastle building competition among the Reservoir Gods SC...

Later a hypnotist enthralled the masses, those that hadn't got the free shuttle bus down to the town that is, Woolacombe Bay being a beautiful place and a surfers' paradise, perfect for those looking to don a wettie and hang 10. For everyone else there was the delights of pubs, restaurants and a last pint at the Red Barn watching the sun set before the final courtesy bus struggled back up the hill with us all on board.

Following the now legendary chalet party experience (well the one we attend is legendary, has a theme, and this year also a barrel of local cider on tap too), King Hammond held court on the main stage Saturday night and did a sterling job of it, keeping a packed dancefloor busy throughout with a fine selection of original numbers, some cheeky ska and a few selective covers.



The night seemed to fly by, a bit of dancing, plenty of chatting and a wee drink or three. And then suddenly it was Sunday morning, I'd had very little sleep, the sun was shining again, and the best thing was we didn't have to ride home! Again the decision was made to stay for the legendary SWSC Sunday night party, an event that when it began had little more than a handful of people staying back for a drink after the rally. Now it has grown to an occasion which saw scooterists from as far away as Yorkshire and Holland joining in the fun, which included the bus taking you to Ilfracombe for a change (which possesses some of the most vicious chilli-vodka you're ever likely to experience), and probably as a result the loudest return bus journey ever – although the rule is to only sing the chorus of a song), followed by an Abba tribute band back on the site. Yes folks, a packed hall proved that firstly, you don't need a Jam covers band, ska outfit or Northern Soul review to keep a room full of scooterists happy, and also it seems that if you go into a fancy dress shop anywhere in the UK and ask for Abba costumes, it seems that you all end up with the same outfit; sparkly white with blue striping.

So a grand finale indeed to another great weekend in North Devon. Woolacombe will always be 'the one' for a lot of scooterists, no matter how many others try to follow in its footsteps. If you weren't there, you missed out.

Words: Andy

Photos: Andy & Geof Panic





CLUB DO's & EVENTS

5 Mousetrap "Fuzz For Freaks",

Allnighter playing Garage/Frekbeat at Orleans, 259 Seven Sisters Rd, London N4 2DD. £8 b4 midnight, £10 after.

11 Soul Garden 4, The Christmas Cracker Northern Soul, Mod Jazz and Ska Rafter's Maidstone £5 otd

12 Inflammable Materials, present the legendary Feckin Ejits playing at Cafe INDIEpendent with support from Rum Direction. Info 07782 223559

12 Mousetrap R&B Allnighter, Orleans, 259 Seven Sisters Rd, London N4 2DD. Playing Club Soul, Ska, R&B, Motown and Boogaloo. www.newuntouchables.com

12 Bover Boy Christmas Do, a night of original reggae, soul and a bit of glam at Lowton Social Club, 214 Newton Road, Lowton, Cheshire. WA3 2AQ. 7 till late, £5 otd. Contact John 07229 84886 or Ste 07971 314970.

13 Record Fair, Leicester - Aylestone Leisure, Leicester. Info www.vip-24.com or call 0116 275 2815

19 East London Scooterist Nite, Christmas Bash. DJ's playing all your fav scooterist sounds plus playing live Biff Bam Pow. Cheap bar, £5 otd, 8 pm till 2 am. Hornchurch Social Club, 168 Station Lane, RM12 6LS. Info Facebook or 07903 278575.

19 Northern Noise is back, real deal northern soul played from original vinyl. Pete Kelross (Bisley) Kevin Johansen (The Rocket, Hoodoo and Dome.) James Hill (Braintree) John Madams (The Castlemayne) £6 on the door. Southend Conservative Club, 16-20 Clarence Street. Southend On Sea, SS1 BD 8pm-2am

30 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

31 Nutty New Years Eve, 9pm-6am, The Venue, 229 Great Portland St, London W1W 5PN
www.newuntouchables.com

JANUARY

30 BBSC Annual Do, £3 in advance £5 OTD, Jardins, Braintree, Essex. Best night out in 2016. check facebook for more details live band and DJ's. Essex

31 Bradford Parts Fair, Richard Dunn Sports Centre, Rooley Avenue, Bradford BD6 1EZ. Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk

FEBRUARY

7 Worcester Parts Fair, Perdisswell Leisure Centre, Bilford Rd. Worcs. WR3 8DX. Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk

12-14 Scooterist Meltdown, Germany.

The all inclusive scooter party event. See main ad.

13 AONSC Anniversary Do, details tbc, taking place at the Standard Triumph Club, Coventry. Tickets, tbc. www.aonsc.co.uk

17-19 Breasticle Run, 1000 mile scooter ride, all for charity. Departs from Rainham Social Club. See FB for updates

26-28 Carry On Abroad, 3 nights in Las Americas, Tenerife. See main advert

28 Wicksteed Parts Fair, Kettering, Northants NN15 6NJ (please note Wicksteed one week early due to Mothers Day) Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk

MARCH

4-7 Modrapheniacs SC, 40th anniversary rally, Sandford, Dorset
18-20 Ginger's Egg Run, Lowton Civic hall, leaves 1pm on Saturday. Camping available Friday and Saturday night

18-20 Clacton Weekender, featuring The Scene, Mr Bridger more tbc at Highfield Grange, Park Resorts, London Road, Clacton-on-Sea, Essex, CO16 9QY. Raising money for "Kids with Special Needs" as our charity of 2016. For caravans call Sue Fairman on 01255 689800 and for wristbands call Rob on 07840 695245

APRIL

2 AONSC Pre VMSC, Show Do, details tbc, Standard Triumph Club, Coventry. Tickets, tbc. www.aonsc.co.uk

3 VMSC Extravaganza, Classic and Custom scooter show, The Sports Connexion, Ryton-on-Dunmore nr Coventry. CV8 3FL

15-17 SWSC Teighnmouth, rally
22-24 Bangers & Mash, rally, Notts.

JUNE

2-5 Vespa World Days, St. Tropez, France

3-5 Suffolk Smugglers SC, 4th Run To The Rum Rally.

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10-12 Torbay Mods SC, host Riviera Rally, Liverton RFC, Devon.

24-26 Euro Lambretta, Geiselwind, Germany

24-26 Margate Mutiny IV, hosted by South Coast Pirates SC. Two Chimneys Holiday Park off the A28. CT7 0HD

JULY

15-17 VCB British Vespa Days, Bristol

22-24 Music Mania, Worthing, West Sussex

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P. BRAKE SHOES (RACE FROM E14.99)	£1.99	S. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
Q. JOCKSTART SHAFT (PLUNGER + LK £2.25)	£20.50	T. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
R. JOCKSTART LEVER (S/S £2.25)	£20.50	U. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
S. CRANKSHAFTS GP ITALIAN (LAMBRETTA 100/99)	£109.99	V. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
T. MAG FLANGE	£30.99	W. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
U. BARREL HOLDING STUDS (EACH) (EXHAUST STUD .50)	£.50	X. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
V. ENGINE ALLEN SCREW KIT CHROME (STAINLESS £7.75 1/32)	£11.50	Y. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
W. ENGINE BOLT (S/S £2.25)	£11.50	Z. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
X. SXGP ENGINE MOUNTS (EACH) (L1 £10.25)	£11.50	AA. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
Y. OFF SET ENGINE MOUNT COVERS (PAIR)	£14.99	AB. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
Z. HEAD AND FLY COYL SCREW KIT STAINLESS	£.25	AC. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
AA. GASKET SETS 1/16" 2/32" 1/16" 2/32" 1/16" 2/32"	£35.25	AD. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
AB. SEAL KIT 1/16" 2/32" 1/16" 2/32" 1/16" 2/32"	£35.25	AE. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
AC. STANDARD SITO EXHAUST (SERIES 1+2 £68.75)	£68.75	AF. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
AD. EXHAUST BUSH BORE APT CLIPMAN U BEND	£30.99	AG. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
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AF. LAMBRETTA 125/150 PISTON KITS AND OILS FROM	£30.99	AI. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
AG. LAMBRETTA 125/150 PISTON KITS AND OILS FROM	£30.99	AJ. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
AH. 175cc BARREL PISTON + HEAD KIT (ALLOY 110cc £153.99) £112.99	£112.99	AK. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
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AN. GP SX KIT (WITH BATTERY)	£21.00	AQ. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
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BC. IGNITION COIL (HIGH VOLTAGE TYPE)	£20.50	BE. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
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BG. LAMBRETTA 12V ELECTRONIC KIT	£11.50	BI. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
BH. LAMBRETTA 12V ELECTRONIC KIT BMD/CAT	£17.99	BJ. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
BI. COIL AND REG BOX MOUNTING KIT S/S	£15.99	BK. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
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BL. ELECTRONIC STATOR PICK UP (L1 £21.50) (E1.50)	£19.50	BN. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
BM. FRAME LAMBRETTA	£29.99	BO. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
BN. CENTRE STAND ITALIAN (STAINLESS STEEL £34.99)	£29.99	BP. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
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BU. BRAKE SHOES U.S. CR / GP DISC PADS £7.99	£11.25	CC. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
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BU. FRONT FORK SPRINGS CHROME EXTRA STRONG PAIR	£14.50	CO. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
BS. FRONT DAMPERS CHROMED (PAIR)	£35.99	CP. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
BT. FRONT DAMPERS POLISHED (STAINLESS) (PAIR)	£30.99	CQ. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
BU. FRONT DAMPER FITTING KIT - WELD ON AT TOP TYPE	£15.50	CR. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75
BS. FRONT DAMPER FITTING KIT - BOLT ON AT TOP TYPE	£15.50	CS. EXHAUST CLASSIC SIDE PANEL (TOOLBOX E18.50)	£79.99	B. VESPA 50 / P125 PISTON KIT	£28.75

BEADINGS AND RUBBERS

BEADINGS/RUBBERS	MODEL AND COLOUR	LEG SHIELD	TOOL BOX	FRONT MUD	HORN COVER	SEAT COVER	SEAT PANEL	SEAT RUNNER	BRIDGE	CARB	AIR BELLOW	PETROL	KICK START	BRAKE PEDAL	CENTRE STAND	TWIST GRIPS	UNI EDGE
LAMBRETTA BLACK	£5.95p	£4.99p	£4.99p	£4.99p	£7.25p	£7.25p	£2.50p	£1.50p	£1.50p	£1.50p	£7.25p	£5.99p	£4.25p	£3.25p	£5.25p	£6.25p	£1.75p
LAMBRETTA Colours	£8.25p	£4.99p	£4.99p	£4.99p	£7.25p	£7.25p	£3.50p	£1.50p	£1.50p	£1.50p	£7.25p	£5.99p	£4.25p	£3.25p	£5.25p	£6.25p	£1.75p
VESPA Black/White/Red	£5.25p	£4.99p	-	-	-	£5.25p	£9.25p	-	£.75p	£4.99p	cap-2.25	£1.99p	£2.25p	£2.25p	£2.25p	£6.25p	£1.75p

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VESPA PX/EFL	99.99	19.50"	11.25"	4.50	8.25	5.25	4.75p	7.25	2.99	9.99	1.99	5.25	3.95	3.25p		
VESPA TB	-	19.50"	25.99	4.50	8.25	5.25	4.75p	7.25	2.99	9.99	1.99	5.25	3.95	3.25p		
VESPA RALLY	-	19.50"	25.99	4.50	8.25	5.25	4.95	7.25	2.99	9.99	1.99	6.25	3.99p	3.99p	OVERSEAS POST AS INTERNET	
VESPA SUPER	152.99	19.50"	19.50"	4.50	8.25	5.25	4.95	7.25	2.99	9.99	1.99	6.25	3.99p	3.99p		
V 50KFS/PRM	75.99	8.25	8.25	4.50	8.25	3.99	8.25	7.50	9.99	1.99	1.99	6.25	3.99p	3.99p		
PX30 to 125/LX	107.99	8.25	11.25"	4.50	8.25	3.99	8.25	7.50	9.99	1.99	1.99	5.25	3.95	3.25p		
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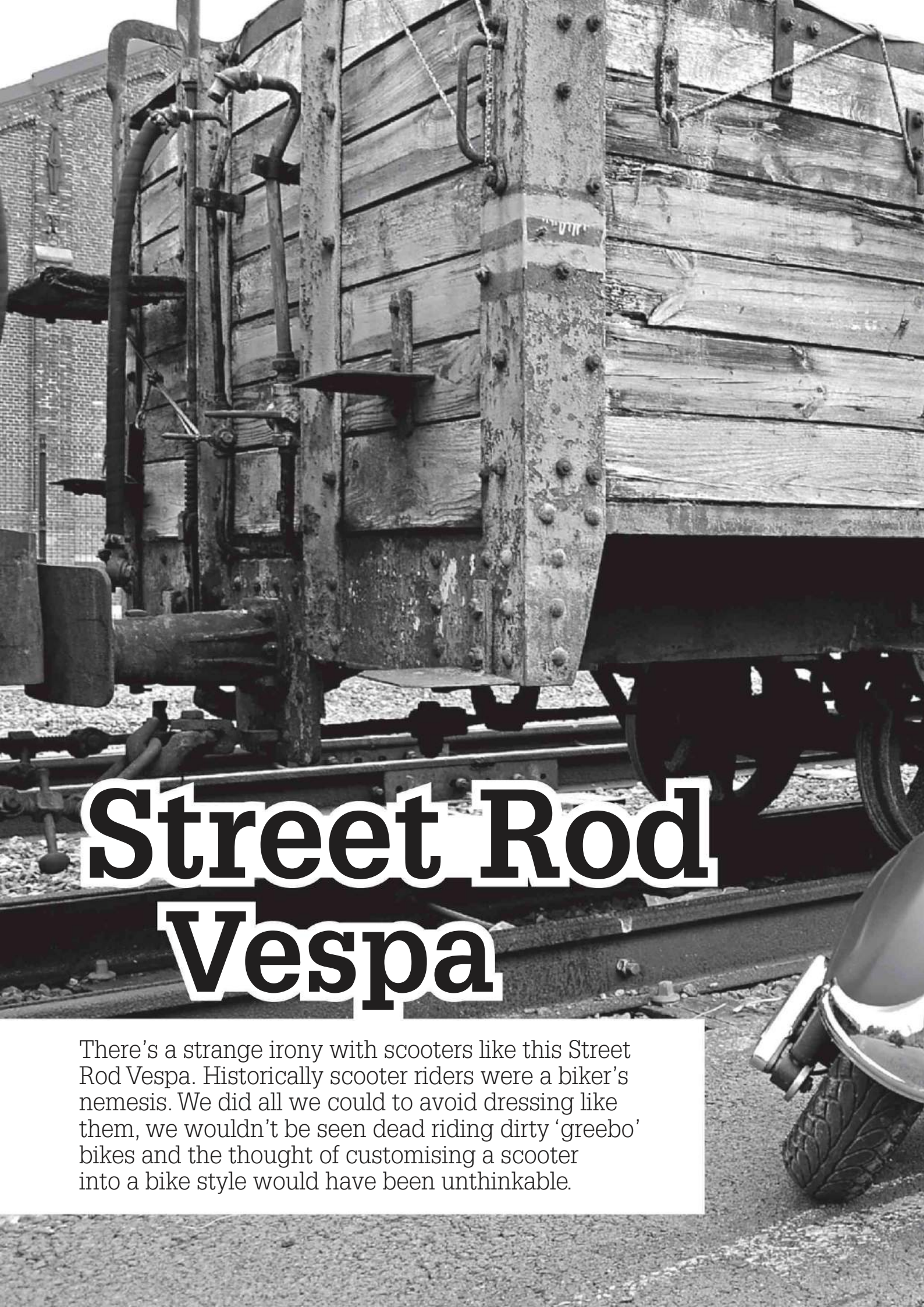
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Street Rod Vespa

There's a strange irony with scooters like this Street Rod Vespa. Historically scooter riders were a biker's nemesis. We did all we could to avoid dressing like them, we wouldn't be seen dead riding dirty 'greebo' bikes and the thought of customising a scooter into a bike style would have been unthinkable.





That's all in the past though and the edges of 'what's normal' have blurred significantly. No matter how big your wheels – or how your machine looks, we all face the same problems and dangers. Whatever floats your boat, the creative side of two wheels can be expressed in many different ways. Recently the hot rod and chopper scene has started to have an even bigger influence over scooter riders. There's always been a bit of a crossover in musical tastes, with rockabilly fashion and music being almost as important to scooter culture as northern soul but just like the turn ups on a rockabilly's jeans, 1950s influences are getting bigger all the time.

A bit like this scooter really. It started off in life as a humble Vespa Sprint Veloce but Belgian owner

Riggi Michael had other plans for it. Inspired by the custom bike scene, Riggi set to work to build a bobber of his own. We all know what a chopper is but a bobber is slightly less extreme and is usually built by the owner, rather than being farmed out to a specialist. The basic bobber formula is to remove as many of the unsightly bits and pieces as possible to leave a clean, smooth finish. In essence it is scooter (or bike) building minimalism. That doesn't mean the rest of the machine stays standard though, tuned engines and loud pipes are all part of the plan – this scooter scores on both counts.

Riggi did the work on this scooter himself, that included stripping it back to bare metal, smoothing out those Piaggio seams and slamming it as far to the floor as it could go. Part of the bobber process meant the switches were removed from



SCOOTER DETAILS

Owner: Riggi Michael

Job: Manager scooter club: Vespa Club Mons-Borinage (Belgium).

First interest in scooters: From the age of 16.

First scooter: Vespa PK50 XL.

Favourite model: All Vespas.

Favourite style of custom scooter: Bobber, hotrod, streetrod...

Favourite *Scooter* magazine features: Seeing ideas and the work of others.

Scooter model: 1976 Vespa Sprint Veloce 150cc.

Date purchased: 2014 for €1000.

Inspiration for project: Now 36 years old and a bit bored of original restorations I've been attracted by the bobber, Harley and hotrod. I wanted to mix these three passions... my Vespa Streetrod is born.

Time to build: Six months by myself.

Frame modifications: Frame lowered, front horn cast cut, mudguard altered, panel louvres widened.

Specialised parts: Streetrod badge direct from the States.

Engine: 150cc with a 177 top end.

Other unique details: Wide wheels, made by mating two wide rims and low profile tyres.

Top & cruising speed: 110kph.

Paintwork: Done by myself.

Overall cost: €1500.

Hardest part of the project: Lowering.

Advice for anyone starting a project: Do what you want!

Favourite dealer: Vespazone.





“Whitewall tyres on widened rims, chrome trims and moody looks finish things off nicely”

the handlebars to leave an uncluttered look; the suspension was shortened until it was virtually useless and the stand was chopped. In fact that short-legged centrestand reminds me of a dachshund's stumpy front legs!

The whole machine has been dropped by around 14cm; that's more than enough to cause a few sparks around corners, but this is a scooter built for cruising rather than racing. The owner also did the paintwork himself. At first glance it may look like a simple rattle can matt black job but he did a base coat of gloss brown, sanded it back and then applied the matt finish to give a subtle aged look. To help keep the wide rear end looking uncluttered the number plate and light were moved to a low down bike style bracket on the exhaust side.

Talking of exhausts – just in case you missed them! – Riggi built a nice set of dual chrome slash cut pipes to run the length of the side panel. Looking at the scooter from that side you can't help but liken it to a full dress Harley. Whitewall tyres on widened rims, chrome trims and moody looks finish things off nicely.

I'm sure this scooter won't be to everybody's taste but that's what makes the scooter scene so diverse and vibrant, long may it continue.

Words: Iggy

Photography: Cedric



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TOOLBOX EXTRAS

As the rally season draws to a close and talk of essential maintenance or winter rebuilds fills pubs and clubs throughout the land, we take a look at a few extra tools you may want to include as part of your kit.

Most scooterists have at least a few tools, even if these came free with your scooter, or as part of a small kit you may have been treated to one Christmas in years gone by.

What all these kits will have in common though is that they contain just the basic essentials; spanners, screwdrivers, sockets, a hammer, adjustable spanner/grips, pliers and maybe a junior hacksaw of sorts. If they are part of the 'complementary tool roll' supplied with your scooter within the last 15 year or so the tools may well be made of cheese, prior to that a little sturdier but still not really designed to be used for much more than basic maintenance. If your kit came from a shop and you spent a bit of money on a good brand, then hopefully it's proving useful on a regular basis.

The operative word here is 'basic' though, and for those scooterists looking at carrying out more than the most basic maintenance and repairs, then you should consider adding to your kit with a few choice extras, and aside from the specialist Lambretta or Vespa tools aimed specifically at your scooter, here are a few of those we recommend and use on a regular basis.

Andy



Magnetic pick-up rod

What does it do?

Its magnetic head picks up those metal items that are attracted by a magnet, like that steel washer you dropped down that hole and can't reach now.

How does it work?

Erm, it's a magnet? Most of these rods are telescopic too, giving you a good range to explore.

Why do you need one?

Because everyone knows some jobs on a scooter require three hands, so when you drop an important nut, bolt or washer in

the grass, on the shed floor or (God forbid) into an engine, this will help you retrieve it.

What are the options?

Most are telescopic with different sizes of magnetic head being the main option. For scooter stuff, small is good. Some have a flexible head, which in our experience isn't so good as the magnet gets easily dragged from one side to the other when you really want it to go straight. Ours is by Sealey and came with the toolkit they put together for *Scootering* readers a few years ago.





Torque wrench

What does it do?

Tightens nut and bolts to a specific degree of torque.

How does it work?

By pre-setting the torque required, when you reach this level you will be warned, as opposed to a regular ratchet which you can use without any indication of how tight or loose a fastening is.

Why do you need one?

If it's not obvious by now, it means that you can ensure every nut and bolt is tightened to the minimum require torque for safety reasons (i.e. so it doesn't come loose), without over-tightening which risks damaging the bolt or stud by stripping the thread, stretching it, or even shearing something off.

What are the options?

To an extent, you get what you pay for with a torque wrench. The better brands have different tools for different ranges of torque (remember, smaller nuts are as important as bigger ones!). Old school



Regularly checking your wheel nuts are correctly tightened should be a no brainer. A torque wrench makes this simple to do.

torque wrenches 'click' upon reaching their set limit, newer digital versions beep, and you can even get a converter to clip on to a regular ratchet. Ours is a 1/4in drive torque wrench with a range of 5-25Nm made by Laser (www.lasertools.co.uk) with a RRP of £137.47. This range covers light things from Lambretta mag flange nuts to cylinder head and wheel nuts. Laser offers various torque wrenches to cover all you'd need for a classic scooter, ranging in price from £59 upwards. Again, considering the consequences, this is a tool worth spending the cash on.

Scribe

What does it do?

It allows you to mark most metal surfaces.

How does it work?

Its fine, sharp, pencil-like pointed ends means you can mark or scratch surfaces with it.

Why do you need one?

By scratching a surface you can accurately and permanently mark it (rather than pen or pencil which can be smudged or rubbed



off), so ideal for marking of drilling points, hole cutting etc, making the old adage of 'measure twice cut once' far easier to stick to.

What are the options?

Basically length of scribe and fineness of point. This was a cheap one from a local hardware store about 10 years ago I think.



Circlip pliers

What do they do?

Pliers specifically designed to remove or fit circlips.

How does it work?

The thin, pointy ends are the correct size for locating in the ring ends of circlips. We have two sets of pliers, one suitable for inner, the other for outer types, and you simply squeeze to either compress or expand the circlip and securely remove it and/or fit a new one.

Why do you need one?

These are designed for the job. Yes, sometimes thin-nosed pliers will do it, but that's usually after a bit of swearing, a few scuffed pieces and the end result is often a flying circlip. It also means you can fit a new one without damaging it.



A piston circlip is the common use for these pliers, but there are plenty more on a Vespa and Lambretta.

What are the options?

There are adjustable pliers than can be converted to both inner and outer use, but cheap versions of these are often useless. Equally, those with interchangeable points need to be researched before purchase. Other options include straight or angled heads. These Laser pliers (www.lasertools.co.uk) cover all our needs, one set for each, and have a reasonable RRP of £18.14 per pair.

Kneeling pad

What does it do?

It provides a soft surface when kneeling.

How does it work?

Most are foam pads, so you kneel on that rather than the hard ground.

Why do you need one?

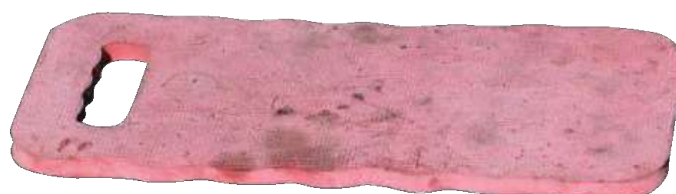
If you don't have a workbench at home for your scooter, then this is far more comfortable than kneeling on concrete, wet grass or random nuts and bolts.



Much better than kneeling on a hard, cold concrete surface, agreed?

What are the options?

Basically, size and thickness of foam. They're not expensive so go on, treat yourself. You'll be glad, trust me!



Thread restoring file

What does it do?

It can restore the thread of various bolts and studs if they have been lightly damaged, by cross threading a nut for example.

How does it work?

Choosing the correct thread size on the tool to match your bolt or stud, you gently file the burred edges until the thread has been restored.

Why do you need one?

Whenever possible it's always a good idea to replace a damaged bolt or stud, but for the occasions when you can't, that's when a thread restorer comes into play.



Certain threads can't be replaced.

What are the options?

This one is a Sykes Pickavant and at least 25 years old now. They still make this same eight-thread (metric) file today though and it costs from around £17 upwards. Your local hardware or tool shop is a good place to start.



Ratchet Spanners

What does it do?

It's a spanner, that also has a ratchet in it. Crazy, hey?

How does it work?

At one end of this spanner is the conventional open jaw type, and the other is a ring spanner that instead of having a fixed, machined inner edge has a ratchet operated face to grip the nut or bolt. Once fitted over said fastening, you simply move the spanner left or right to do or undo it, then ratchet it back rather than take it off the fastening and start again.

Why do you need one?

It's great for many – but not all – tight spaces, where there is limited room to swing a convention spanner. A good one only requires a 'nth of a turn, which in some cases is better than nothing! Get a ratchet spanner with a swivel head and there are even more options open to you. One downside is that the ratchet

mechanism does make it a slightly fatter spanner than normal.

What are the options?

Get a good quality spanner with more ratchet teeth rather than a cheap one with fewer teeth as the latter will require so much swing to click the ratchet it probably won't be worth it. Some cheaper tools also have an option to switch the ratchet from left to right without removing and turning the spanner over, however in my experience these soon go wrong. With a lifetime guarantee and a range from 8mm to 19mm, at around £40 you can't go far wrong with Halfords Advanced Professional 12-piece ratchet spanner set, which is what I have. However that didn't include a 7mm which is perfect for doing the air adjuster on a Vespa PX carb, so I bought a Sealey Premier one separately for about £7.



Cable cutters

What Does it do?

It cuts cables, really easily, either inners alone or together with an outer. Ouch!

How does it work?

Like a set of pliers, they are designed so that minimum pressure is required, simply squeeze the handles together and the hardened jaws effortlessly snip the cable.



Yes, our Kamasa cutter will slice through both an inner and outer clutch or gear cable with ease.

Why do you need one?

If you've got an inner cable that needs changing but is so frayed at one end you can't feed it through the outer, then simply cut off the damaged part and pull it through as normal. Equally, if you've a complete cable that is damaged or rusted through, cut it off and start again.

What are the options?

We've used other snips in the past, but because these ones (Kamasa, RRP £13.37, www.kamasa.co.uk) are specifically for cables (and shaped as such) we're less inclined to use them for other tasks, therefore they'll last longer. Also, they're bloody good!

Soft-faced hammer

What does it do?

It's a hammer. You hit things with it.

How does it work?

Rather than a heavy steel head, a soft-faced hammer has a head with an alternative material on it, thus causing less damage to whatever you're hitting.

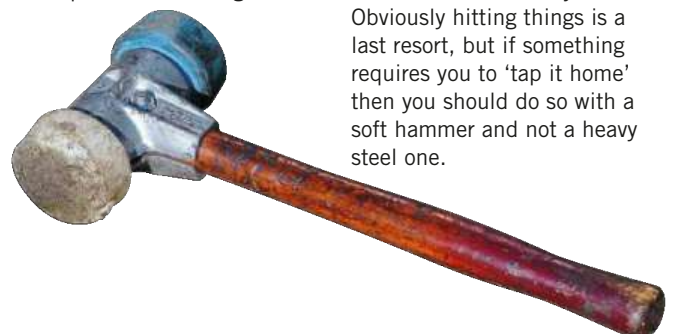
Why do you need one?

Because there is always some part that needs 'gentle

persuasion' and a heavy steel hammer doesn't offer that. Even if you swing a steel hammer gently, its face has no 'give' in it, therefore potentially causing damage. A soft faced hammer however can deliver the punch and at the same time take the punishment.

What are the options?

There are copper faced hammers, or nylon, rubber and leather options too (our double faced one is by Wurth). Obviously hitting things is a last resort, but if something requires you to 'tap it home' then you should do so with a soft hammer and not a heavy steel one.



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ESC European 2015 race series

Gran Finale @ Harz Ring Germany

The last round of the ESC, organised by the Wotex Scooter Club, was held at the small Harz Ring circuit well inside what was previously Eastern Germany. Although this was to be the final race of the year there were several people vying for the top spots in their respective classes, so it was going to be competitive to say the least.

In the end the Casa Lambretta Racing Team and Team Parmakit/Barone hired two minibuses to accommodate everyone. By the time I arrived there were already a few riders testing their scooters. The track was smaller than I'd expected and unlike most kart tracks used by the ESC, not all of it was visible from a spectator point of view.

The 1km-long track had 17 corners in total, all crammed into a small space. While this could be considered to be a minor miracle of Communist design, it gave little chance for the ESC riders to get their bikes up to any real speeds. With this many corners I think the phrase needed is "it's a technical circuit".

Friday morning and after a few problems with split exhausts for both teams, we were ready to send the riders out to test the scooters on the circuit. With the air temperature half of what it was on the same day in Italy it took a while for the tyres to warm on the cold asphalt. A lot of teams arrived during the course of the day and the car park began to fill steadily.

A few regular faces were missing, such as Stoffi himself, but there were also several people we had not seen all year. For once there were more Lambrettas present to take on the onslaught of Smallframe Vespas, the favourite ESC tool. This rekindled interest has caused a few of the dedicated ESC riders to declare that for 2016 they too will bring their Lambrettas back out onto the track, which will be great for both riders and spectators alike.

Saturday was bright and breezy, if not super warm. Early on the organisers held the pre-race meeting for the riders and as

usual they made special effort to ensure it was mostly translated in Italian for us and English for the lone French rider present. While the ESC is reluctant to change the rules, one issue the ESC organisers have recently addressed is the fact that over time, several riders have left the two most 'technically advanced' classes to compete in other classes, partly due to the expense in maintaining their scooters to remain competitive. As such the Group 4 'largeframe' riders will have the possibility of competing in what will become 'mixed' classes. From Casa Lambretta's point of view, this will put our rider Luca Fuschini in amongst the top Vespa smallframes in Group 2, so he will definitely have his work cut out next year.

At Harz the organisers decided to put the riders from classes 3, 4, 6 and 7 together to test the water before next year's season. The pre-race proposal to mix the classes went down well with those present. The first qualifying sessions started shortly afterwards and the track was awash with a sea of howling two-strokes giving it some. It wasn't long before there were a few spills and one rider, Christian Rapf, was helped off the track and was not looking too well – it turned out to be a broken collar bone. This was a real shame as he was vying for the top spot in his class and is one of the best riders in the ESC series. We wish him well and hope he gets well soon.

Our own two scooters were going well and we seemed to have gotten rid of the mechanical gremlins that plagued us during the previous races in the Czech Republic. Once the qualifying rounds had been completed, racing stopped for everyone to have a quick lunch and then it was time for

the adrenaline to kick in as the races proper got underway. The ESC runs two races per Group and each actual race runs for 10 minutes plus two laps. Group 1 was a real dogfight with lots of really close racing at the front of the pack right up to the last corner and if you want to know just how close it was, winner Albert Heigold crossed the finishing line just one thousandth of a second ahead of Hannes Kachel! This would be rectified in race 2 of the same group as he would then come out on top and also earn himself the Group 1 title for 2015.

Group 2 always makes for good viewing and the only fly in the ointment was the exclusion of Christian but even so, the racing was pretty much a photocopy of the other ESC Group 2 races, with Paolo Birtele (who has been given the nickname of 'The Parmakid' by the Germans) losing his pole position placing at the start of both races (by his own admission, he's "not very good at setting off") to then have to fight tooth and nail to regain the top spot before the chequered flag drops. Sounds simple but when you have riders such as Markus from Team SIP Stoffi's and Robert Leibfarth alongside you, you know you it will not be an easy task. Paolo's performance in both races earned him the coveted top spot in Group 2 and this wasn't bad for a rider that had to be shown how a handlebar gear-changer worked at the start of the season!

The Group 5 races are always VERY well attended and with the limited costs involved in preparing a machine to be competitive for racing (as there are limits imposed for both components and power output) it always amazes me that these scooters are able to put down lap times that are only just behind the



times obtained by machines with about 70% more power. Go figure that one. The racing was incredible to behold and there were literally only hundredths of a second differences between the top riders. Michael Betz came out on top in both heats but he had to work hard for his wins.

For Casa Lambretta, the races that interested us the most were those featuring our rider and with four different classes all together it was a packed grid that set off when the flag dropped. Luca gained the lead from the offset and managed to hold onto it despite Lutz Hoppner on his very fast, yellow cutdown Lambretta giving him a run for his money. After a few laps Luca had gained a considerable lead and he was home and dry when the flag dropped at the end of the race. Just behind in the field it was incredible to see the Group 7 girls riding so hard and certainly giving their male counterparts a run for their money. The victories in these races gave the Casa Lambretta Racing Team the Group 4 title and what's more, Luca came away with the most points for any rider in the ESC, thus giving him the overall title as well.

There was a 'Best Overall' race to finish off the day. Any rider could compete as it was a fun, non-championship event and well-attended. Luca won the race after some serious dicing with the top Smallframe riders. This was a cracking end to a superb season of racing and after all the bitterness of last year's Italian VPI races, the ESC has been such a breath of fresh air with everyone friendly and welcoming. To see riders getting rounds of applause as they re-entered the boxes at the end of each race sums up the whole series.



The evening do was exactly what had been promised all along and the party atmos was a proper riot. The prize-giving for the day's racing was carried out, with bottles of bubbly going off left, right and centre. Everyone got a drenching and something for their troubles, with Casa Lambretta and Parmakit providing prizes for the podium winners, as they have done at all the ESC races this year.

There will be some big changes for the 2016 ESC season and some new locations. All being well, one race will also be held in northern Italy, so watch Scootering for details.

On a personal note, we wish to thank all those who have helped the Casa Lambretta Racing Team compete this year – Scotia security of Edinburgh, Lead Sled of Savignano, Scooter Center Koln & BGM, Motorex oils of Switzerland, Rimini Lambretta Centre, Romagna Neon of Cesena, Europlast of Gambettola, Barone Tuning of Cervia and PLC Corse of Holland. Without all of you we wouldn't have been able to race.

Words: Dean

Photos: Paul Calder @ Scotia & Erasmo Bella

HARZ RING GP RACE RESULTS

Group 1: 'GP Limited' Class for Vespa Smallframes up to 135cc

1. **Albert Heigold (race 1) / Johannes Kachel (race 2)**
2. **Johannes Kachel (race 1) / Roland Adami (race 2)**
3. **Roland Adami (race 1) / Wolfgang Ulrich (race 2)**

Group 2 : 'GP Open' Class for Vespa Smallframes up to 153cc

1. **Paolo Birtele (race 1 + 2)**
2. **Markus Angleitner (race 1) / Robert Leibfarth (race 2)**
3. **Robert Leibfarth (race1) / Markus Angleitner (race 2)**

Combined

Group 3: 'Grand Turismo' Class for Vespa largeframes up to 177cc

Group 4: 'Large Frame Open' Class for Vespa / Lambretta largeframes up to 300cc

Group 6: 'Street Legal / Beginners Class' 50cc – 311cc

Group 7: 'Ladies Class' 50cc – 299cc

1. **Luca Fuschini (race 1 + 2)**
2. **Lutz Hoppner (race 1 + 2)**
3. **Stefan Oberreiter (race 1 + 2)**

Group 5: 'Standardised' Class for Vespa smallframes with specific 130cc engine components

1. **Michael Betz (race 1 + 2)**
2. **Achim Wolf (race 1 + 2)**
3. **Michael Saetzler (race 1) / Roland Adami (race 2)**

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LAMBRETTA LI125



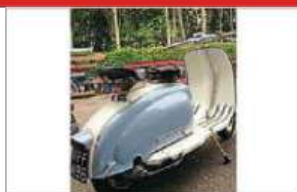
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1966, Silver Special with 225 TS1 engine, built by Chalky at Replay Scooters, £5500 Tel. 07736 507139.

LAMBRETTA LI150



Silver Special, restored about eight years ago lots of new parts fitted in last three years a lot of rechroming done, new tyres new headlight. Tel. 01625 874019.

LAMBRETTA LI150



1969, built in Eibar, Spain, restored in 2013, every legal document, in Malaga, South Spain, £3450 Tel. 00346 63311406.

LAMBRETTA LI150



(200) Series 2, Watsonian Bambini Sidecar, 1960, GP200 engine, electronic ignition, MoT, £5500 ono Tel. 07939 561689.

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LAMBRETTA LI150/175

Series 2, 1961, completely rebuilt, 7000 miles, brand new sterling polished stainless steel exhaust also available in price, £4250 Tel. 07785 346294.

LAMBRETTA LY150

LI Series 2, dark wine red, good working condition, comes with LCGB dating letter & NOVA, Dupont paint & all original parts, £2000. 07483 374855. Northampton (t)

LAMBRETTA SERIES 2

1960, 190cc, excellent example, scooter has undergone a full nut & bolt restoration & 12v conversion, £5000 ono Tel. 07967 223280.

LAMBRETTA SPECIAL

150cc, Italian, 1963, MoT 2016, electronic ignition, excellent runner LCGB Cert Reg in progress, offers welcome. £2950 Tel. 01922 458228.

LAMBRETTA SPECIAL 125

1966, Innocenti, Italian, totally original apart from a full professional respray, £4000 Tel. 07748 497060.

LAMBRETTA SX150

1967, genuine Italian panels restored to really high standards, Casa 186 kit, LI150 gear box, Ancillotti exhaust, 4000 miles, £6500 Tel. 07725 705107.

LAMBRETTA SX150

1967, original Italian scooter, looks great, runs well, unmodified, genuine SX not LI Special, £3350 Tel. 01270 877495. Cheshire

LAMBRETTA SX150

185cc, 1968, original SX150 (non battery), good condition, one previous owner from new, £4000 Tel. 07535 757378.

LAMBRETTA SX150

1967, RB20, viewing welcome, £4500 Tel. 07850 341854. North Yorkshire

LAMBRETTA SX200

the real deal, Italian SX200 Gransport resto factory engine, runs perfect, beautiful paintwork, £10,000 Tel. 07834 979308.

LAMBRETTA SX200

1966, 225 Rapido Road Kit, stainless Expansion exhaust, chrome side casing, owned for seven years ridden not hidden, gc. Tel. 07746 041395. Herts

LAMBRETTA TV175

S3, 1963, tax exempt, MoT July 2016, £4000 ono Tel. Steve 07588 237850. Glos

LAMBRETTA TV175

award winning Series 2, 1961, Phil Rudkin restored, since been updated, beautiful condition, new MoT, £6500 Tel. 01255 675947. Essex

LAMBRETTA TV175

1964, 186 Mugello kit, 25m Dellorto Clubman exhaust 12V kit tubeless rims, long-range tank, MoT free tax, few marks on paint work, £4000 Tel. 01452 699134.

LAMBRETTA TV175

1958, Series 1, Lambretta TV175 series 1, no expense spared restoration, ready to ride or show, £12,500 Tel. 07799 140865.

PEUGEOT TWEET RS

125cc, excellent condition, low mileage, one year old, 24 months MoT, Oxford heated grips, Oxford cover, £1300 Tel. 07875 140372.

PIAGGIO VESPA 125

2012 done 8000 miles, in fantastic condition, runs great & looks stunning, collection only from Glastonbury, £1200 Tel. 04751 0838003.

PIAGGIO VESPA GTS125

blue, year's MoT, 57 plate, £1200 ono Tel. 0784 6073485. Lincs

PIAGGIO X8400

nice looking bike, 07 plate & 30,000km on the clock, MoT until mid September, £1200 Tel. 01212 437635.

SCOMADI TL50

new April 2015, less than 250 miles from new, PM Tuning stainless steel X-Tech exhaust fitted, £1950 Tel. 07732 106718.

SS180 REPLICA

2014, LML 2 stroke, upgraded to 150, with three white wall tyres, full metal SS body kit including head set & tool box, £3000 Tel. 07747 291410. Beaconsfield

SYM FIDDLE II

2011 model, non-runner, needs MoT, not been used since August 2012, 5000 miles, £750 Tel. 07940 904834.

VESPA

Primavera 50cc, 2014, only 150 miles therefore as new, Vespa rear folding rack & flyscreen, £2500 Tel. 07944 538625.

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SCOOTER TRADER

VESPA



125cc, 2013, delivery miles only, showroom condition, with Vespa cover, medium male armoured Vespa jacket inc in price, £2700 Tel. 07413 576578.

VESPA 100 SPORT



135 Polini, sip tubeless rims, adjustable levers, very fast, reliable, genuine low original miles, dyno reading 70 mph, £2500 Tel. 07436 004100. Oxfordshire

VESPA 125



S, black, immaculate condition, 299km, wind visor, luggage rack, £2100 Tel. 01312 580120.

VESPA 125



1962 with side car for spares or repair or to restore, believed to have been imported from Indonesia a few years ago, £2250 Tel. 07710 433910. Glasgow

VESPA 150



fully restored, 1964, new tyres, cables & elects, 10km since rest, tax exempt, orig Indian paperwork & nova letter inc, £2250 Tel. 01163 320713. Leics

VESPA 150



fully restored, new tyres, cables & elects, 10km since rest, tax exempt, orig Indian paperwork & Nova letter inc, £2250 Tel. 01163 320713. Leics

VESPA 150 SUPER



reg as 125, 1978, owned 5 years but had little use, vgc, 166 Malossi kit, new MoT on sale, Tel. 07429 688626.

VESPA GL150



Classic Italian, 1962, vgc, MoT, ready to go, serviced & various age related replacement parts, lots of extras. Tel. 01302 709601. South Yorkshire

VESPA GTS



250cc, 07 plate, MoT May 2016, 16,000km, top box takes full face helmet, under seat storage, used for commuting, vgc, £1500 Tel. 07777 1660329.

VESPA GTS125



IE, 2011, low mileage, gc, 12 months MoT, heated handle bars, front chrome luggage rack, rear top box & Oxford lock & key, £2300 Tel. 01162 709116.

VESPA LX125-3V



full chrome set, excellent condition running order, never had any problems, comes with full chrome bumper set & top box, £1899 Tel. 07530 992688.

VESPA P200



cutdown, nicely done with centre tank, brand new Sip tubeless and new tyres, new shocks front/rear, Taffspeed exhaust, £1150 Tel. 07814 188777. Blackpool

VESPA PX



V reg, 1980, MoT clean and tidy scooter. Tel. 07806 686580. West Midlands

VESPA PX 150



Oct 2013 (63 reg), 800km, chrome wheels, Whitewalls, lots of s/s, SIP exhaust, r/rack, etc, dry use only, £3400 Tel. 07967 813041. North Lincs

VESPA PX 200



disc, 2000 plate, approx 3029 miles, MoT & service undertaken in July 2015, £2500 Tel. 07795 446592. Somerses

VESPA PX125



2007, reg as 125, fitted with a Polini 180cc kit, adjustable Bitubo shocks, BGM Big bore exhaust, SIP Fast flow fuel tap, £2150 ono Tel. 01993 846012.

VESPA PX125



1800 miles only, six months MoT, as new condition, kept indoors, extras, back rest, fly screen, bumper bar and a few chrome bits, £2300 Tel. 07729 901641.

VESPA PX200E



very good condition, annual service, MoT July 2016, hardly used with lots of extras, £2000 Tel. 07701 029301. Lincs

VESPA SPRINT 125



Vintage 1968, with Modern PX engine & Ken Cobbing twin race exhaust, plus extras, 1000 miles, £3400 Tel. 07846 760588.

VESPA T5



S reg, nine months MoT, recent service, Sip alloy rims, Sip digital speedo, front rack, rear rack, lights, Sports exhaust, £2450 Tel. 07801 109685. Kent

VESPA VBA 150



Pinasco 177, electric ignition, SIP road exhaust, Cosa clutch, 30mm Dellorto with Reedvalve, reg 1955, tax & MoT exempt, £1600 ono Tel. 7732395798. Wilts

VESPA VBB150



Italian, all original, 1965, original engine & resprayed in April 2015, lovely little runner, no rust, MoT till June 2016, £1500 Tel. 07769 117352. Chelmsford

YAMAHA T MAX XP500



2002, well cared for MoT, July 2016, two previous owners, delivery is not possible, full licence required to drive this one, £1500 Tel. 7817679588. Glasgow

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AUTOMATICS

COBRA SCOOTER 125cc, Black/Silver, model DB125T-15D, £500. Tel. 07890 877482. London.

GTS 300IE 2010, black, 1800 km, factory clear screen, heated grips, stainless rear rack, tested 11 months, new belts and rollers, oil service 1000 miles ago, good condition, fast and reliable, great rally scooter or commuter, surplus to requirements, £2000. Tel. 07525 593872.

PEUGEOT SPEEDFIGHT 3 125cc 4 stroke, red/white in excellent condition, only eight months old, 1500 miles, datatag, two keys, fully serviced, 16 months warranty remaining, well looked after, really smart colour scheme, Led lights standard from factory, gloss black wheels, £1495. Tel. 07984 945499.

SYM 125cc, a very good quality scooter, fully automatic twist and go, windscreen and rear carrier as standard, genuine unmarked and with just 1500 kilometres on the clock (930 miles?) always garaged, very economical, plenty of underseat storage, complete with handbook, two keys, V5 present, £950. Tel. 07761 973362. Sheffield.

YAMAHA 50cc Bi Wizz Moped, Jet black metallic colour, large double seat and footrests, smart logos, new MoT recently refurbished, new battery, oil and service, excellent condition, 1990 Retro model, 2400 miles, free helmet ready to ride, £900. Tel. 07544 292125. Midlands.

YAMAHA TRICITY 125cc, 2014 (64 reg) in immaculate condition and garage stored when not in use 1700 miles on the clock, also comes with heated grips, £2550. Tel. 07951 441588.

YAMAHA VITY XC125E, been well looked after and maintained, has service history and MoT till April 2016, had new tyre, wheel nut, exhaust gasket and brake shoes recently, over two months ago I fitted a new fuel pump and filter, have MoT certificate and V5 doc, have owned scooter over two years and has never let me down, £799. Tel. 07786 730272.

YAMAHA XMAX 250 Sport, Cat C, left side panels replaced with new genuine Yamaha items and a brand new Givi stainless steel exhaust, just changed oil and air filter, owners manual and service book, spare keys and u-lock included. 6000 miles, looks and drives great, 85mph and 80mpg, no MoT needed till March 2017, £2495. Tel. 07521 571529.

LAMBRETTA

LAMBRETTA 125DL 1970, correct matching numbers, MoT, all original Italian parts, many extras, chambers rebuilt, 6v, runs well, show winner. Tel. 01837 851242. Devon. keith.gooch@rocketmail.com

LAMBRETTA GP200 registered as 125, 1969, Indian model, excellent condition, complete rebuild on engine which has just been run in, tangerine orange, lovely scooter, £2500. Tel. 07753 582655.

LAMBRETTA LI150 Indian style Series II, good clean machine, new seats, tyres, etc, 110 miles, since engine rebuild, all paperwork together ready to ride, £2750. Tel. 07976 779368. Devon.

LAMBRETTA LI125 Special Series 3 fitted with a 185 kit but registered as 125, scooter is full Italian in excellent condition starts on first kick everytime all the paper work in hand, any views welcome anytime, £3600. Tel. 07850 431215. Leeds.

LAMBRETTA LI150 Series 2, 1962, white & green, LI150 Series 2, 1962, runs well, looks good, V5, £2350. Tel. 07972 113950. West Midlands.

LAMBRETTA SX150 RB200, 1967, Italian, RB20 conversion carried out by Rayspeed, not yet run in, won Bridlington Best S3 in 2011, apple green bought from Aramandos as a barn find and fully restored, the RB kit is built in a Spanish engine case and the original engine case is part of the sale, £4500. Tel. 07850 341854.

LAMBRETTA TV175 all Italian original, 1964, Powder coated white/blue, one year MoT, Mod with 60's lights working, will email full details on request, £7500. Tel. 07544 467464. Essex.

LAMBRETTA TV175 1964, powder coated blue/white tubeless and original wheels will email all details, Mod with working 60's lights and 20 mirrors, looks like it's out of Quadraphenia will email images and full details, £7500. Tel. 07544 467464.

LAMBRETTA TV175 Innocenti, 1963, full restoration, 3 in 1 back rack, 12V conversion, £4750. Tel. 07971 830785.

LAMBRETTA PARTS

DKR PARTS WANTED have a 1957 DKR Dove and I need some parts, I also happen to be in Australia. Anyone with any parts or know where some parts may be, please Email Adam. greenie994@hotmail.com

INOCENTI LI175 3 wheeler engine, old motorcycle shop clearout, no ideal of model, casing has stamped FLI175, could be useful for parts, all original, casing unopened, 175 barrel still on it, £250. Tel. 00353 879550865. Ireland.

JET 200 FORKS brand new pair of PM Tuning Scomadi steel Jet 200 forks bought in error, sprayed Lambretta Blanc Nouveau but never fitted to frame, £100 no offers, plus postage Tel. 07771 957012. South Wales.

LAMBRETTA GP200 Indian, tubeless rims, front disc brake, 13ltr tank, low mileage, £2400. Tel. 07979 758558.

JET 200 FRONT FORKS 1980s, excellent condition, offers welcome, £180. Tel. 01922 458228.

LAMBRETTA 225cc cast iron barrel/piston, unused and still boxed, buyer collects, best offer secures. Tel. 01453 860222.

LAMBRETTA J RANGE spares, new and used, everything you need. Tel. 07523 983193. Staffs.

LAMBRETTA LI125 pair of single seats, black, needs slight repair to covers, price £70 no offers, collection only. Tel. 07958 940339. Uxbridge, Middx. ellamse@talktalk.net

LAMBRETTA SERIES 1/2/3 SPARES: Series 2 engine panel, bottom half headset, badges, handles, two chrome escort front shocks, all sorts, new nuts etc. Series 2 rear footboards, Series 3 flywheel x mag, 6 volt, more bits call for requirements. Tel. 01268 696803; 07950 665190. Essex.

VESPA

VESPA GTS300 2860 miles dry, black, side bars, rear box, windscreen from Kegra Southend, 280cc, £3000. Tel. 07544 467464. Essex.

VESPA GTS 205ie, black, fish, Scorpion pipe, heated grips, classic back rack, sip mirrors, comes with original back rack, standard pipe, mirrors, spare seat and both keys, £1300. Tel. 07711 928979. Preston.

VESPA COSA LX125 1990, H reg, MoT July 2016, Cherry red, front bumper, new Italian high windscreen, new carburetor, new stand and brake rubbers, new air filter been serviced spare wheel, tatty bodywork its 25 years old, £995. Tel. 07920 091980. Cornwall.

VESPA 150 Pinasco 177, electronic ignition, Sip road exhaust, 30 mm Dellorto with Reedvalve, Cosa clutch, fair used condition, reg 1955, tax & MoT exempt, £1600. Tel. 07732 395798. Salisbury.

VESPA DOUGLAS 150 Sprint, silver, flyscreen, rear rack, front crash bars, mudguard, bars, spare new MoT, £1000; repairs CBS Peter Hasler Specialists, mint condition, 1967, £3500; no offers. Tel. Dave 01932 780030 eves/w'ends message. Middx.

VESPA ET4 Y reg, for spares or repair, black, 15,000 miles, 125cc, £200. Tel. 07751 409162.

VESPA GL150 1962, Italian, in excellent condition, UK registered ready to go, £2600. Tel. 01302 709601. Doncaster.

VESPA GTS SUPER IE black, Akrapovich exhaust, Vespa flyscreen, chrome back rack, Decals can be removed, few scratches but it is three years old and been ridden not hidden, just had a new back tyre & passed the MoT, £2200. Tel. 07734 264379.

VESPA GTS125 13 plate, 26,000 miles, £2500. Tel. 07947 331707.

VESPA GTS250 Silver GTS 250 unmarked condition, long MoT, 22,000km, Sports and standard exhaust, good tyres, 56 reg, £1500. Tel. 07887 618250.

VESPA GTS300 2009 glass black, on a 59 plate, only the second owner of the scooter, owned it since 2010, 13,300 miles, £2250. Tel. 07809 685826.

VESPA GTS300 Supersport, 62 reg, 4400 miles, mat black with some chrome, new MoT, in vgc, £2200. Tel. 07711 232831. Staffs.

VESPA GTS300 2860 miles, black, side bars, rear box, windscreen, like new, £3000. Tel. 07544 467464. Essex.

VESPA GTS300 SPORT excellent condition, three years old, 4400 miles, Mat black, some chrome, West Midlands area, £2200. Tel. 07711 232831. Staffordshire.

VESPA LX125 2011 in midnight blue with matching top box and full chrome crash bars, only one other lady owner and garaged overnight, good condition (battery in LED clock needs changing) and MoT until Feb 2016, please contact for pictures or additional info, £1850. Tel. 07595 585205.

VESPA LX50 4V 2013, midnight blue, always serviced on time, has no mechanical issues, never in accident and kept very well! £3200. Tel. 30590 60526. Brickell, United States.

VESPA PX200E very good condition, 11 months MoT, SIP Road 2 exhaust & rear hub recently fitted, 55 800km on clock, £1650. Tel. 07951 108911. West Yorks.

VESPA PIAGGIO LX 50cc, black with helmets and tuca, from 2006 in black with 20,650 km (12,830 mileage), kept in great conditions (as always covered), just couple of very tiny scratches, latest MoT and serviced on the 20th of May 2015, all the docs regarding the Vespa are available and included perfect for daily commuting in London, absolutely reliable, never had a problem, £1000. Tel. 07896 117191.

VESPA PX125 V reg, 1980, Malossi 166 rebuild Scorpion exhaust, lots of chrome, MoT, very clean and tidy bike real head turner, £2500. Tel. 07806 686580. Mids.

VESPA PX125 Malossi 166, 2003, mint green, some scuffs and rust in the usual places, runs very well, MoT till 30th May 2016, £1600 ono, cash on collection only. Tel. Matt 07867 375344.

VESPA T5 210cc engine, reg 125, orange disc, brake fitted, new cables, new SI tyres, 1993, L reg, Sterling exhaust, can deliver, needs MoT, £1500. Tel. 07746 114017. Lancs.

VESPA VBB150 1964, fully registered, age related plate, solid panels, great straight vintage scooter, engine rebuilt with new seals, bearings and lots of other new parts, tyres exhaust, cables etc, £1500. Tel. 07547 388536.

VESPA PARTS

VESPA GS150 engine, rebuilt rebore, new seals, bearings etc, with swinging arm, £900; also 150GS VS2 engine cases, £450 plus other GS parts. Tel. 01268 696803 or 07950 665190. Essex.

VESPA GS160/SS180 main shaft, cush gear gears, 160 clutch, 160 crank, other engine and front suspension parts, steering locking, round type, 10-way ignition switch. Tel. 01268 696803 for prices. Essex.

VESPA PX FORKS £80; Mk 1 T5 pattern seat, £40; T5 26mm Spaco carb, £35 plus p&p. Tel. 0131 6530552. Lothian.

VESPA PX OR SPRINT 150 Revolver TSR-Evo stainless exhaust, as new, £100, cost £190; short backrest and pad, £20; genuine SS180/GS160 seat, £60; genuine SS180/GS1600 exhaust, £50. Tel. Dave 01932 786030 eves/w'ends. Middx.

VESPA VBB FORKS AND ENGINE: front fork from Vespa VBB complete from used scooter inc 8" wheel just mudguard missing, £25. Also running engine complete with exhaust and rear wheel 8" 150cc removed from the same scooter, although the engine runs well and starts easy it will need the oil seals replacing as when it was last ridden it was smoking quite a bit I guess burning gear oil, £45. The parts have come from a 1972 Vespa Bajaj VBB and I have removed as converting to 10" wheels, £70. Tel. 01132 164731. Leeds.

WANTED

AFTER A LAMBRETTA minimum engine size 150cc, LI or Special preferred. Tel. 07540 409669.

LAMBRETTA SERIES 1 wanted, prefer high spec, poss custom and reg'd but unrestored, poss incomplete considered. Series 1 only, framebreather or non framebreather, price paid depending on spec & condition. Tel. 07555 972856.

VEGA 75 WANTED to restore & or parts to complete a project, also after a Lui 50 complete to restore. Tel. 07836 385751.

WANTED VESPA or Lambretta project, not too bothered about condition or parts missing, can collect. Tel. 07794 684015.

YAMAHA CHAPPY wanted anything considered for restoration, incomplete, dismantled etc. Tel. 01494 774076 eves and weekends. Chesham.

MISCELLANEOUS

BSA SUNBEAM B2 Service Sheets, £16. Triumph Tigress Spare Parts Book, plus Instruction Book photocopy, £10. Zundapp Bella 204 Booklet, Operation & Maintenance, £15. Zundapp Bella R150, Spare Parts List, illustrated, in German, £20 all plus p&p. Tel. Martin 07788 446362. Leics.

SCOOTER SIDECAR with Lambretta fittings, Watsonian Bambini Mk 2 sidecar, body needs small fibreglass repairs, needs respray, or could be used as is, chassis has had new channels, bearing & spring, new coupling to fit Lambretta, £1500. Tel. 07972 113950. West Midlands. **ISTRATION NUMBER** R13 MOD, on a retention cert until January with fees paid, open to offers, can only use on pre 1998, £500. Tel. 07788 933817.

SCOOTER NEWS 1955-1959, 40 copies, good condition, best offer. Tel. 07977 445465. Yorkshire.

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BRAKE PEDAL ASSY £14.00	ENGINE
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GLOVEBOX (GENUINE) £100.00	EXHAUST (SITO PLUS) £85.00
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FRONT MUDGUARD T5 £49.00	PISTON KIT PX200 £45.00
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PX
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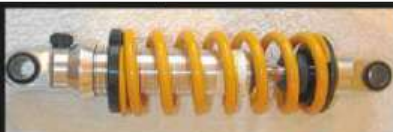
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Ol' Rusty

Series 1

Rat Rod

Paul Lowden's Rat Rod Series 1 Lambretta has the appearance of a long-neglected, forgotten scooter. It could almost have been rescued from a hedge that had grown around it over time.







Top left: Adapting handlebars for motorcycle hydraulic master cylinder. **Top middle:** Side panel bracket being reworked. **Top right:** Side panel and louvers pre-treatment. **Above left:** Legshields and toolbox mid-rusting process. **Above middle:** Oops! **Above right:** Bespoke instrument panel under construction





SCOOTER SPECIFICATION

Name of scooter: Ol' Rusty

Model: Lambretta Li 125 Series One 1959

Inspiration for project: Veedub/bike/car scenes all have the ratrod look so went for that

Time to build: A year by me, welding by Nobby, Stella by Smurf.

Why choose to build it yourself: It's the only way to satisfy any underlying OCD issues... besides nobody wants someone else's scooter.

What tools did you use the most: Vacuum bleeder for all hydraulics.

Did you have to buy any tool especially for this project: Hole saw for the rear light. Wish I hadn't! Bought too big...

Frame mods: Sunken rear light, side stand support bracket and the panel louvres. EGT and CHT gauges mounted into glovebox. The louvres came from some locker doors that Nobby welded into the panels. Suppose the bonnet pins holding the panels on.

Specialised parts: Speedo and rev counter console, semi-hydraulic Hebo SIP clutch (it's been a love/hate relationship, I put it down to bad hose making by myself), Steve Rowe did the gear-change/clutch housing conversion for me, flyscreen (sheet of ally from B&Q and some aluminium filler mesh), petrol gauge, and rear hugger fabbed up by Nobby, but we don't talk about that.

Engine: Iron Barrel 238 Suzuki TS250 conversion, 71 bore 60 stroke Ape rod, 198' exhaust port timing. 34 Amal, Taffspeed exhaust wrapped. AF Ducati 80s light flywheel for ignition, CamLam 6-plate race clutch, 19/47 on Indian GP200 box. Recently changed from an Li150 Italian box with 17/46 after chipping a tooth on the box... I wasn't happy about having to take a grinder to my new GP200 cluster to get the clutch spider to sit deep enough into the deep 47 sprocket for it to work. Some things shops don't tell you when you buy expensive parts.

Top & cruising speed: Maybe 85, but I bail out long before then. Cruising is a bit laborious, I like a good blart.

Is the scooter reliable: More so than the rider.

Paintwork: All panel work stripped with Nitromorse and painted with 'Death Juice' to etch into the metal. Then sprayed with salty water through my girlfriend's hairdressing water sprayer and left in the garden hanging over the fence for a while. Repeat until rusty. Then Ankor Waxed.

Engraving: I've scratched the tubeless SIP rims putting them on the rear with the hugger in place, does that count?

Overall cost: Maybe 1.5k as I already had the motor.

Hardest part of the project: Everything after getting the frame from Smurf. Once you start going down the customising route and adding things that don't belong there, things get more and more frustrating. It's character building.

Was anything easier than you thought: Making the tubes for the gauges out of flat steel.

Advice for anyone starting a project: Dry build.

What did you learn from doing it yourself? $C=2\pi r$

Anything to add: A working speedo and sort out the fork springs. The front end isn't intentionally dumped, although it does look smart.

Favourite dealer: CamLam, Scooter Restorations, Martin Corrado. I've probably used every one of SLJ's products in this build too, good stuff.

Thanks: I was given some good bits along the way by mates, notably Sacha Freeman, M&N Power and Jem Booth, who kindly made me a new locating ring on the forks for the mudguard and had the speedo blanking plate. Nobby and Smurf for the laughs, Cat my GF for the time in the garage, kind of understanding and two beautiful kids, anyone who has helped with parts or advice during the on-going build and Oxford Roadrunners SC for giving me the reason to still be into all this stupidity!



In reality though, it's a new build, but what was the thinking behind creating his rat rod, aptly named Ol' Rusty? "I had an idea to build a Series 1 inspired by hot rods back in 2008. I even got a Series 1 for the project, but at the time I couldn't bring myself to do it. From there the search was on to get another one to mess about with. What really got the project started was when Smurf, Nobby and I got talking about Fat Boys, Series 1 and 2 Lammys. When we first got into scooters we didn't like the way they looked, but over time we got to appreciate them. The three of us decided we'd each build a Series1 at the same time. The criterion was any upgrade parts used by one of us couldn't be used by the other two."

The target for completion was Isle of Wight 2013. The clock had started ticking.

The base frame for what would become Ol' Rusty was once upon a time a Series 1 LI125. An advantage of three mates aiming to achieve similar results simultaneously is collaborating together.

Smurf was the first of the trio to acquire a frame, shortly after which he located a Series 1 frame-breather, so he moved his first find onto Paul, which was the point Paul's project started in earnest. Late night phone calls, text messages and emails eschewed along with trawling the internet to source the required parts.

Prior to receiving the ageing, rusting process, several modifications were carried out to the side panels and side panel fixings. A double set of louvres were sourced and welded into the side panels.

Dispensing with the standard panel handle clips, a bracket was made so, in keeping with the hot rod inspiration, a modified fast release bonnet clip was utilised.





Once all the bodywork had been amassed, everything was first treated with Nitromors paint-stripper, which was all that was required to take the alloy items, such as the horn casting and handlebars, to bare metal. Meanwhile, the steel frame and bodywork got a brush-over with a concoction Paul has named Death Juice, the main ingredient of which is a particularly toxic drain cleaner! To conclude the process, bodywork was given a nightly spray of a salt-water mix and left outside over a period of around three months.

Ol' Rusty's spec sheet comprehensively lists the various modifications and one-off items that have been fitted, like the speedo and rev counter console he made out of a steel racking shelf. "I made a cardboard template and cut the flat sheet out, measured out the circumference of the tubes to hold the clocks and rolled them up. Smurf got the





sheet folded at work and Nobby welded the tubes in place. Bingo! I've yet to get the speedo working though, the cable route is a bit tricky!"

Were there any other problems to overcome during the build? "I bought a long range tank for £120 that wasn't suitable. It would've required the removal of the battery tray, which wasn't going to happen. I got another that was right for what I wanted. The bit of hose where the original toolbox door was is a crude but very effective fuel gauge.

"Also, to start with I had the stop-light sitting on the rear of the frame; what I'd planned and wanted on mine was to have the light Frenched, sitting in the frame. I did the measurements and got an appropriate sized hole-cutter. The light fell straight through the hole I'd just cut. I'd not allowed for the curve in the frame, which meant the hole was elongated! Luckily the surround of the light was bevelled, so I carefully and very slowly peeled it outwards all the way round. Luckily it worked and it now fits and sits where I wanted it to in the first place.

"The steel frame and bodywork got a brush over with a concoction that Paul has named Death Juice"

"I got the legshield toolbox as new, but after stripping the primer off I found it was full of filler. Ol' Rusty may look weathered, but I didn't want dents anywhere. It needed a careful skim to make it smooth. Getting the Hebo semi-hydraulic clutch to work needed a few modifications too."

On the Friday of the Isle Of Wight Rally last year Paul liberated the engine from his GP. The first test ride for Ol' Rusty was a 60-mile or so run down the A34 to the south coast.

Although on the surface the assumption may be that Ol' Rusty doesn't need much attention to keep its weathered appearance, that's actually way off the mark. "The hardest part of keeping mine the way I want it to look is having to apply Ankor Wax frequently – if I don't I start to get orange surface rust patches that I don't want. I've under-sealed parts that aren't on display, as I wouldn't want rust holes eating through."

Rust, it seems, is the new matt black.

Sarge



"The bit of hose where the original toolbox door was is a crude but very effective fuel gauge"



OWNER DETAILS

Owner: Paul Lowden

Scooter club: Oxford Roadrunners SC.

Other club member: LCGB, Fabric, Big Beat Boutique.

First interest in scooters: 84/85 I suppose. Punks, Teds, Mods, Rockers, Hippies and Skinheads. The Specials had never heard of Psychobillys, but it was all there.

First scooter: Full frame Vespa PX180 (bought on the Friday of Weston 85) with a Fresco, cut down panels and a bit of chrome.

First rally: Margate 86, three of us on two PXs at the Horny Rhino's SC first rally.

Favourite and worst rally: I don't really remember much about any individual favourite rallies as they all seem to melt into one long rally... The worst? I seem to remember a bad Morecambe where it pissed it down and we slept in the public toilets, drenched, to keep warm. Ten or so of us in a dive B&B room, pubs in fried eggs for breakfast, 13-hour journeys home.

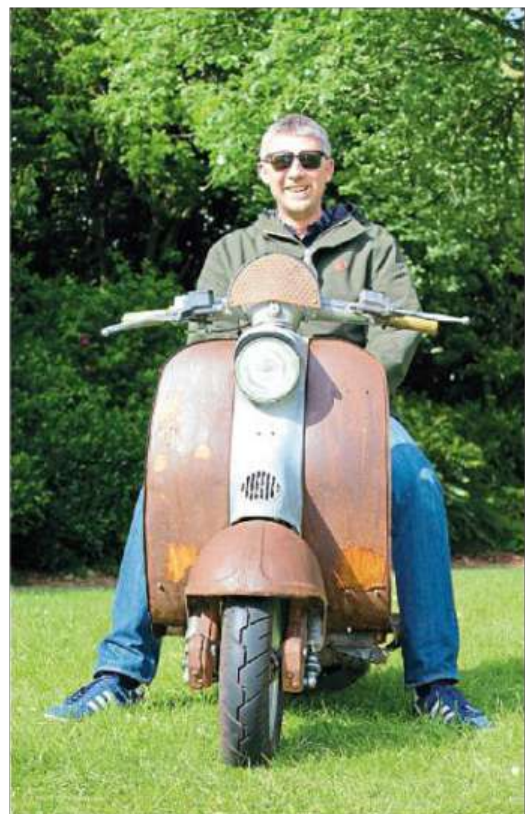
How could the scooter scene improve: Less pubs in fried eggs.

If you were a rally organiser, what one thing would change: I don't really do rallies that much anymore but I know I'd rather be a punter than an organiser. Maybe a Dance Tent?

Your favourite custom scooter of all time: Spiritwalker.

Who first inspired you in the scooter scene: John Baldwin, El Bastardos SC, Aylesbury. To a 15-year-old King Kurt fan seeing a Lammy cutdown/skelly riding around, with rider in a leather jacket, flyweights and moccasins was pretty cool.

What part would you most like to see developed for scooters: Auto-pilot and cloaking device.



Fat Boy 3

Take three late Fifties Series One Lambretta scooters, then rebuild them, one apiece, each with a different but similar aim. Which is what a trio of mates, Paul Lowden, Mark 'Nobby' Byron and Rob 'Smurf' Farquharson decided to do around three years ago, each tasked with putting their own slant on their scooter.

Except there was no plan to restore them to former glory. Instead the opposite direction was opted for. Collectively they planned to create individual rat rod-style scooters, subject to sourcing and obtaining a Series One Lambretta each. Smurf was the first to locate one, which he sold on to Paul after finding a frame breather for his rat rod. Nobby also opted for a frame breather, his being the most standard of

the three. It came without side panels, but when a set painted the same colour as the legshields on his rat rod came up for sale he had to have them. He's modified the original frame breather box to fit a 26mm Dellorto.

All three Series 1 rat rods sport different front disc brakes. Smurf's was once on a Taffspeed racing scooter and came with the forced air scoop.

The three scooters are regularly ridden to events and parked up as a group they attract as much, if not more attention than gleaming machines that have had a lot of money lavished on them. While far from unique, the Fat Boy 3 are decent examples of how to have a bit of fun while doing something a little different and without breaking the bank. Sarge



Despite a 195cc top end, Nobby has modified the airbox so his Lambretta still breathes through its frame.



OWNER DETAILS

Name: Mark 'Nobby' Byron

Job: Blacksmith, fabricator

Scooter club: Oxford Roadrunners, LCGB, Mutant S1/2 Lambretta Club.

First scooter: In 1985, Vespa Pk50.

First rally: Disc 86 on a brand new T5.

Favourite and worst rally: Any Eighties IOWs and Gt Yarmouths. Worse was Skegness 90.

Favourite custom scooter of all time:

Dazzle or Sonic Dream.

Recommend one scooter part: Tubeless tyres

What would you most like to see developed for scooters?: Decent fuel

Name of scooter: UYG

Model: 1958 Lambretta Framebreather Series 1

Inspiration for project: Scrapyards

Time to build: 7/8 months, by me.

Frame mods: Shortened floorboards, lowered front and rear... by me

Specialised parts: Very modified air filter box to allow a 26mm Dellorto to breathe through the frame as per original Framebreather

Engine: Original 58 engine casing (Eibar S2 chaincase) and most original internals, Li125 gearbox, clutch spider etc but modified main bearing oil flow and exhaust studs, RT195 kit, 60/110 Mec crank, JL3 snail, 26mm phbl Dellorto, BGM stator with lightened SIL flywheel, Readspeak 5-plate clutch, 1958 li125 box with 18/47 sprockets.

Top & cruising speed: 55/7

Is the scooter reliable?: Yep... in the dry!

Paintwork: Legshield paint unknown, rest by Innocenti. Corrosion by God.

Overall cost: £2000 ish, including buying frame and engine in the first place.

Hardest part of the project: Finding good original parts.

Advice for anyone starting a project: Reuse as many original parts as possible!

Anything to add: Different rear light.





OWNER DETAILS

Owner: Rob Farquharson (Smurf)

Job: Mechanical design engineer

Scooter club: ORRSC, LCGB, ex Horny Rhinos SC.

First interest in scooters: 1985-ish, needed some freedom and transport.

First scooter: Vespa 90 Special

First rally: Disc 86, PX125 on HP from Goodalls, Didcot.

Worst rally: Girvan – I spent a night in the cell for singing on the street.

Funniest experience with a scooter: Where do I start? So many laughs! I once had my picture taken by Gareth Brown on a rally in the Eighties with a girl I shouldn't have been with. I chased him through the campsite and asked him not to put it in Scootering. He didn't, but it was printed in the Scooterboy book 20-plus years later!

Favourite custom scooter of all time: Sign of the Snake, Future Shock.

Scooter model: Lambretta S1 1958 Framebreather

Inspiration for project: Had to be done?

Time to build: Three years by myself with help from buddies Nobby and Paul.

Frame mods: Huge ali tank, Terry Frankland's ex-racebike hydraulic inboard disc with hand made ali air scoop.

Engine: Ron Moss Avanti TT3 225, 30mm Dellorto, J13.

Top & cruising speed: Never ask a gent that... Put it this way, I don't often get left behind.

Is the scooter reliable: Yep

Paintwork: The paint blows off as I ride along.

Overall cost: Ahem... I threw all the receipts away so not sure?

Hardest part of the project: Wedging the tank in.

Advice for anyone starting a project: Don't start from a bare frame as the small bits all add up in cost.

Anything to add: Maybe some panels?

Favourite dealer: Scooter Restorations

Thanks: Paul and Nobby for their support, advice, humour and free parts!



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Show us your Scoots



The Love/Hate Vespa PX125 owned by Stanley from Flintstones SC, Kildare, Ireland.



Lee, Mr Scott, Billy, Caddy, Geoff and Martin in Newcastle.



Dave Wheeler took this photo of Mark Ellis sitting next to the Mosel River in Germany on their way back from Eurolambretta 2014.



Rick Keeble tells us that after a 20 year break, "Classic cars and a little lad got in the way" he recently imported this beauty, a 1965 Vespa; "a joy to ride".



Holly Rose Bicknell and Vespa SS 180 owned by dad John's friend Peter Rickwood of Wellingborough.



Rob from Blackwood sent us this shot from last summer at a carnival in South Wales, where local scooter enthusiasts take part in the parade through the town. "This year I took my seven-year-old son, William, on 'our' PX200."



Toby's LML scooter in Colchester.



Matt Bates sent this photo in from Hua Hin, Thailand of his S3 LI Special and S2 LI 150.



By the beach, by Karl Brandreth.



From Shropshire Michael Starkey's Ghost Rider scooter.



"Hey Scootering, this is me, but how about a 'rogues gallery' of the Scootering team to help put a face to the name?" From Mr G.
"Sorry Mr G, we don't want to frighten the readers away!" From the other Mr G.



Mike Page's Lambretta in Italy. He says "a long journey but well worth I to take an old Italian back home."



Ellesmere Port Scooter Club at Llandudno 2015, photo taken by a pensioner walking past! "Glad she didn't get run over while standing on the road," says Lee who sent the photo in.



This photograph is of Lesley Walmsley and her brother Alan Walmsley of the Preston Wildcats SC. The picture was taken around 1978 on Alan's Jet 200 after both he and Lesley had just ridden back from the Wigan Casino (sent in by PCJ Fielding).

Show us your Scoots



Ella Ridehalgh of Lowton on dad's PX200.



Mark Rogers and friends at Shoebury Barracks in Essex.



'70s scooter porn' from Richard Madely, Portishead SC.



Warren Harding on his 1964 Vespa during it's first outing in August 2014 after seven years of being stored in the garage, from very proud wife Nina.



Dan and his dad's Lambrettas, ready for the journey to Kelso this year with matching fuel tanks – just in case!



Lucy Kelly writes, "Myself and my husband Will got married."



This 1956 Lambretta LD150 is owned by Shaun Bimpson and pictured at Storm The Fort rally, New Brighton Merseyside on June 21, 2015, where he tells us it was one of the oldest machines there.



Louise on her wedding day in July 2013 with her proud father Mick Pizzey and his Lambretta 125 Special.



Nigel sent us some photos in July of his 172cc Italjet Dragstar that's been completely restored, modified and airbrushed too.

Least crap snap



Rob H and Rob T Vespas at Omaha Beach in Normandy for the D-Day memorial in June 2015.



1980 Vespa P200e with a 1980s California Sidecar and 1979 P200e, owned and ridden by Charles Murray of the Halifax Scooter Council, Nova Scotia, Canada.



To encourage you further into sending us some fine and artistic images of your scooters, those kind people at Silkolene have offered some goodies for each month's winner of the Least Crap Snap.

Firstly we have four one-litre bottles of Scoot Sport 2 oil, which is a synthetic, ester based low smoke 2-stroke engine oil that retails at around £9.35 per litre. There is also a litre bottle of Wash Off, Silkolene's 'spray on, wash off' cleaner to keep your scooter shining. This retails at £7.35, giving the prize a total value around £45. To find out more about Silkolene visit www.silkolene.com

Please send your scooter pictures to: Show Us Your Scooters, PO Box 99, Horncastle, Lincs, LN9 6LZ (include a SAE if you want your print returned) or email a HIGH RESOLUTION image to SUYS@scootering.com



VENIO SCOOTER RALLY



Starting in Bristol at 7am on the Thursday, my bank holiday weekend destination was the Venlo scooter rally on the Dutch-German border.

After a wet ride I finally arrived on the site at 6.30pm that evening. The site was empty bar one other Brit and two German scooterists. Time to put the tent up and get my bearings. A few more Brits had now arrived so it was time to walk over to the main hall for a catch-up with friends new and old. The idea was to have a quiet night ready for the weekend ahead... how wrong I was. Wilbert, one of the organisers had ordered in food for us all and the beer was flowing. All that was missing was some music. Problem solved as the decks had already been set up – party on... I think it was 4am before I managed to make my way back to the tent for a well-earned rest.

I was kindly awoken at 7.45am by one of the Speed Demons who had just arrived on site on his scooter with the loudest exhaust in the world, or so I thought at that time of the morning. After the rain on Thursday night it was a pleasure to get up to a glorious sunny day which was to stay with us for the rest of the weekend. Friday morning was spent wandering round the site with a steady stream of Brits and European scooterists arriving. The daytime

seemed to come and go in no time at all and by now most of the Speed Demons had arrived to celebrate their 30th anniversary by way of a masked wrongness ball... and boy, there were some wrong fancy dress outfits!

Friday night festivities were now fully under way with the main hall filling up, the music provided by a mixture of German and British DJs, the indie/alternative marquee was bustling for most of the night for those scooterists not wanting to listen to traditional sounds. The main room stayed busy for most of the night and it wasn't until around 3.30am that it started to thin out.

Saturday morning came all too quickly and by now most of the Brits had arrived. It also saw the vast majority of German scooterist roll in. Breakfast done and out of the way, most of the morning was spent mingling, after a shower in facilities that can only be described as palatial in scooting terms. Saturday afternoon's events included the custom show with a nice mix of scooters including Dean Orton with the new 305 kitted Lambretta which attracted a lot of attention. The scooter-

cross racing was also well attended along with a few other fun games like bubble football. The beach bar was busy throughout the day, as was the swimming pool with people taking advantage of the glorious weather. It wasn't long before it was time to change in readiness for another night of partying with both the main room and the indie tent very busy.

As most Brits were heading home the next day, a lot called it a night by 2am and it was mostly Germans left in the main room. The marquee was a different matter. I'm not sure what time the party finished as I went off to bed at 4am and there seemed to be no let up in the festivities then. Sunday morning and by 11 the site was almost empty. I said my goodbyes and made way back across Europe, finally arriving home on Monday afternoon, very tired but feeling it was worth it. All in all a fantastic weekend, well organized with nothing too much trouble for the organisers and a special mention to the girls and boys who kept the loos and showers clean a tidy all weekend. Going again next year? It's a no-brainer!

Words: Dancing Dave **Pics:** Yoleila

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MASKES CLASSIC VESPA RALLYE SEPTEMBER 19, 2015

I'd been looking forward to this trip to Maskes Vespa Klassiekers in Holland since I booked it in February. I had arranged to go with Matt, a friend from Weymouth, having met him at last year's VVC Swanage rally.

Maskes was established by Peter Maas some 20 years ago, born out of his passion for classic Vespas and it has been at its current location, an old leather factory in Rijen near Breda, for the last 10 years. Renowned for keeping nice original Vespas on the road, Maskes also displays its own extensive collection above the workshop. On hearing it was to host its first classic Vespa rally, I knew it was a great excuse for a road trip.

Set for Saturday, September 19, I arranged to get there on Friday to take some photos before everyone arrived. A day's riding followed our 5am arrival in Dunkerque, myself on my Motovespa GT160 and Matt on his TS125. We rode on coastal and quiet country roads and via a couple of dikes before arriving at Maskes at around 5pm. Introducing ourselves to Peter Maas, we had a look around with a welcome cup of coffee. Matt headed to the nearby campsite to pitch his tent and I followed

after shooting a couple rolls of film. We ate dinner in Rijen, before returning to the campsite for an early night and some much-needed sleep.

Saturday's rally began at 9.30am with coffee and biscotti served on the back of Maskes' beautiful grey Ape. The 48 riders mingled and chatted before listening to the day's schedule, which consisted of a 45km morning ride following a map around local roads, marked occasionally with black arrows with us having to 'join the dots'. Riders would leave Maskes at one-minute intervals, the winner having the best average speed. Lunch back at Maskes preceded the afternoon's ride, staged along similar roads and covering 60km – he quickest rider was to be the winner this time. We were told there was a 'trick' in the middle of the afternoon ride that would work to our advantage... or not! Beers and barbecue would close the rally.

Riders began setting off shortly after the briefing. Some had clipboards secured to headsets, while most taped the map over



their speedo. I left last despite having No.1 on my Maskes legshield banner and planned to give it full throttle, making the rest up as I went along. Within 2km I was horribly lost – there were some farm tracks along the route but before I knew it I was riding in woodland skirting the edge of a golf course, passing surprised walkers with no idea of where I was! After 20 minutes I was back on track, picking up the route once again.

For the next two hours I rode flat out along anything resembling Tarmac, with my taped map flapping violently and threatening to take off. I went as fast as I dared along cobbled roads, bridleways, woodland and farm tracks thick with mud and water from recent rains and others that were hard, rutted and covered in loose gravel! I rolled back into Maskes' entrance with the second-longest time. Matt had the longest, but unlike me he managed to collect all three stamps at the checkpoints along the route. A good result for Team GB and timekeeper Walter joked that the English had given up and decided to go the pub!

The ride had been a complete blast – it took forever but we completed it. I filled my tank ready for the afternoon's ride and returned to Maskes for lunch of various filled baguettes. No sooner had I got back, the first riders were departing for the second ride, again at one-minute intervals. I made my way to the start to photograph the riders leaving and there were some lovely classics in attendance – SS180s, Rallys, GS160s, Sprint Veloce, 50 Specials, an SS90 and a few 1950s Vespas. I donned my helmet and departed with my new map more securely taped. Now accustomed to the frantic map-reading, we rode similar roads as before, maybe only slightly less muddy, but only just!

The 'trick' turned out to be a canal, traversed via two drive-on ferries! If lucky, you would ride up to the ferry just prior to it leaving or you could arrive to see it just departing for the other side and then having to wait for it to return, adding precious minutes to your time. Once across, most rode at full speed like lunatics along a small road running parallel to the canal for 3km, before taking a return ferry further along the canal back and across the water! I got across initially, after rolling up to two waiting Belgian guys with the ferry approaching as I pulled in. On the other side I was straight on the gas, making for the return crossing, only to wait as the ferry was at the opposite bank. The two grinning Belgians soon pulled in beside me – I'd had visions of waving to them from the back of the deck!

I arrived back at Maskes in 1hr48mins, with times varying from 1hr 18mins to 2hrs 15mins. Despite the competitive nature, everyone had a fantastic time and most arrived back with stories of nearly losing the back end in the mud, disappearing down deep potholes or just getting hopelessly lost!

With the last riders returning, the lovely Maskes guys were firing up the barbecue as we all helped ourselves to the large supply of bottled Jupiler beers! The spread of food was very generous, including salads and fresh bread as you picked from the choice of marinated meats before barbecuing it yourself on the grill. It was a perfect end to what had been an awesome day.

Thanks to everyone at Maskes Vespa Klassiekers for putting on this excellent event – Peter, Hilde, Rob, Steffie, Floris, Walter, Kas and Kayleigh – great job everyone and see you next time!

Words and photos: Paul Hart (vespamore photography)



Framebreathing to the Fargaras

A four-week trip to the Balkans on Series 1s

A lot of people use events like the EuroLambretta as a stepping stone for a more extensive trip into Europe. Pete, Donna and Jerry did just that in 2014 after visiting Davos in Switzerland on their early Li Series 1 Lambrettas...



We started planning the trip back in late August 2013 and had decided upon taking the Motorail from S-Hertogenbosch

in Holland to Alessandria in Italy. We thought we'd get to the best bits first and hopefully the warmer weather before some touring and a ride to Romania.

So with the train booked for our group of 13 – which consisted of the usual London Lambretta Club and Derby & District crowd – we could relax a little and start looking at routes and destinations. Emails were sent out on suggestions of places of interest to visit so the real planning could begin.

Our plan was to ride around Italy for a week and then travel up to Davos. This is our story...

Outward Bound

The plan was to leave the UK via Harwich on June 19, 2014, on the overnight crossing to the Hook of Holland, but with everyone arriving safely at the port we encountered our first problem and we hadn't even left England yet.

Pulling up to the ferry check-in booth I handed over the confirmation paperwork to the attendant, only for him to say "Oh dear..."

"What's the problem?" was my reply. "You are a week late," he said.

"Sorry, but not according to my paperwork," I continued, pointing to the '19th June' plainly written. "Who did



Main image: Loading up on the train to Italy. **Top:** Pisa. **Above:** Donna with the large Vespa at Piaggio Museum.



Top: Antica Torre, Parma. **Above left:** Sunset over Florence. **Above right:** Toll road, Milan.

you book this with?" he asked. When I answered his reply was, "Yeah, we've had problems with this company before."

Not what I wanted to hear, with 12 scooters behind me all relying on a booking that Donna and myself had made on their behalf! I must say though the chap at Stena was fantastic, sorting it all out and funnily enough it even worked in our favour because we had seven two-berth cabins between us as opposed to three four-berths. Happy days.

Arriving at the Hook the next morning it was a relatively short ride of around 70 miles down to the Motorail station. Now some of you might be thinking if the ferry was incorrectly booked a week early then the train would be too, but when Donna and I went to the check-in booth we thankfully received good news and were all booked on, what a relief.

So with the scooters loaded we were shown to our carriages and were on our way leaving around 4.30pm – next stop Italia!

Sunny Italy

The train is fantastic and all part of the adventure. On board you are designated your own attendant, who hands out an aircraft-type evening meal. You can also buy drinks as well, but we opted to bring our own, bought from the local shops close to the station.

The route takes you along part of the Rhein, which is stunning and then on to Switzerland, which is even more scenic and with everyone now well and truly in the Euro mood, a great night was had by all. Before we knew it, it was morning and breakfast was being served as we watched the Italian countryside go by. fantastic! Arriving in Alessandria to lovely warm

sunshine, the scooters were soon unloaded and the open road was awaiting. Heading south down towards Genova and high up on the Autostrada, the 12 Lambrettas were receiving lots of attention. Still heading south our overnight stay was in Viareggio on the coast. Next morning it was on to Pisa for a flying visit to see the Leaning Tower and then on to Pontedera to the Vespa Museum, which was excellent!

The next stop was Firenze (Florence) for an overnight stop, which I was particularly looking forward to and I wasn't disappointed. It is a fantastic place, beautiful architecture from every angle and we watched the sun set over the famous Ponte Vecchio.

The weather was getting hotter, which is okay when you are moving but a completely different story when stationary. Dave Steele had found a farmhouse for



Top: Julier Pass, Switzerland. **Above left:** Venice. **Above right:** Croatia.

us all to stay at high up in the hills just outside Parma, which was stunning, with friendly people, great wine and food. Life doesn't get much better than this. We headed north towards Milano, where we made a very necessary pit-stop at Casa Lambretta with the ever accommodating Vittorio, Mario and Fabio.

Unfortunately, the next day two of our party had an accident on the motorway, just coming out of Milan, due to a rear tyre blow-out and poor Liz had to be taken to the hospital for stitches to her shoulder and X-rays, resulting in the abrupt end of their trip and having to fly home.

Continuing on we also managed to visit the beautiful town of Bellagio on Lake Como (but didn't spot George Clooney though) to soak up the atmosphere while sipping on a cappuccino in one of the cafés.

After catching the small ferry back to the other side of the lake we then headed on towards Davos and the beautiful topography of Switzerland, climbing the slow and long ascent through Julier Pass at 2284m high and stopping at the top to take some group photos in front of the snow-capped mountains.

Picturesque Switzerland

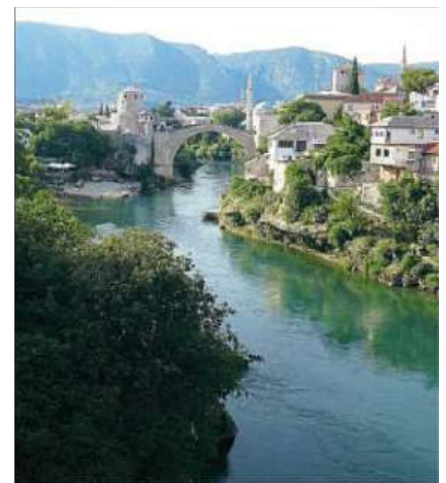
We arrived at Davos late on Thursday afternoon and checked into our hotel. We spent an enjoyable weekend at the rally catching up with everyone at the campsite or at the Gala meal and taking full advantage of the Davos Kloisters card, which gave us free transport on the skylifts, train and buses to enjoy more stunning views.

After the rally we said our goodbyes to the other members of our group.

Myself, Donna and Jerry (all on Series 1 Framebreathers) left Davos mid-morning on Sunday, heading back down to Italy via the Fluela Pass in wet, miserable weather to our overnight stay in Malcesine, on the shores of Lake Garda. The weather improved the next day and we woke to hot sunshine. We spent most of the morning riding alongside the azure coloured lake and on towards Venice.

Heading South

On arriving in Venice we had the task of finding a hotel with parking, which proved difficult as the centre is not accessible by car, only by boat. We managed to find a hotel that was not too expensive (not cheap either – this is Venice!) and only a short walk to the many sights, including Piazza San Marco and the Rialto Bridge. We spent the rest of the day wandering



around and getting lost in the labyrinth of narrow alleyways and canals.

After breakfast the scooters needed some routine maintenance – cable adjustments, new lightbulbs etc. before leaving mid-morning in brilliant sunshine again towards another country, Slovenia. We crossed the border after a fairly short ride, which seemed to be all downhill. We were pleased to see the queue to enter Croatia was short and with the sun setting, it was time to find our accommodation for the night. We found a B&B run by a local lady and her mother in Crikvenica, on the coast overlooking the Adriatic, who kindly let us park our scooters in her garage.

We had breakfast the next morning on the terrace overlooking the sea, which consisted of homemade jams, meats and cheeses and a shot of homemade liqueur! Our host was curious as to where we were going and advised us that if we were going south we should catch the ferry over to Pag Island. Then she said we should visit Zadar, so on her advice, that's exactly what we decided to do.

The Croatian coastal road is absolutely stunning. Heading south in the hot sun, we made our way to the ferry for the short crossing over to Pag. On docking at Pag you feel like you've stepped onto

the set of a sci-fi film, as its very rocky and desolate. We headed to Zadar for an overnight stop. Travelling through Croatia proved very cheap and it is fairly easy to find accommodation, as locals approach you all the time to stay at their house, usually rooms or apartments. We stayed in the latter. The owner of the apartment even gave us a lift into town in the evening. Zadar was a lively place with an abundance of restaurants and bars and Roman ruins too.

The temperature was even hotter now, with the bikes packed we were ready for the off, but then Jerry had problems as his kickstart shaft had snapped, possibly because of trying to kick over the scooter at an odd angle due to the saddle bags. This meant Jerry had to bump start his scooter for the rest of the trip, which wasn't much fun in 38 degrees!

Heading south we made our way towards Split, still on the stunning coastal road, which just seemed to get better and better.

The midday heat was scorchio – reaching up to 40 degrees, which was fine while on the move but the sweat poured out of us when we waited at traffic lights or roundabouts. We opted for an early finish as we could not resist because

the beautiful beaches and cool sea were beckoning. We stopped at the coastal town of Primosten and rented another apartment overlooking a small harbour before hitting the beach for a few hours for a well-deserved dip in the Adriatic.

The further south we travelled the hotter it became. One thing that was becoming quite common was the number of roadside stalls selling local produce of fresh fruit and olives, so on seeing these we pulled over to sample the 'try before you buy' policy and ended up buying a large jar of olives, damsons, peaches and nectarines, which all were 'cheap as chips'.

We were now almost at the point where we would leave the coastal road and head inland towards the border town of Metkovic and into Bosnia and Herzegovina.

“Green card, green card”

On approaching the border, with Jerry in the lead, Donna behind and myself bringing up the rear, Jerry went through the first border desk and then the second without any problem, but Donna decided not to stop at the second desk and went straight through. She pulled up behind Jerry at the 'Welcome to Bosnia' sign, much to the annoyance of the border



Opposite page top left: Roadside stall, Croatia. **Top right:** Breakfast Croatian-style. **Middle right:** On the road to Mostar. **Left:** Mostar. **Right:** View of the Old Bridge, Mostar. **Top left:** Well-earned rest in Mostar. **Top right:** The Bosnian border. **Above left:** Out with the tow rope. **Above right:** Serbia.

guard, who was getting quite irate with me, demanding to see my "Green card, green card!" and gesturing for Donna to come back! Donna didn't notice the second desk as there were no cars queuing at that point. After trying to explain we did not need one and pointing to my insurance documents, he wasn't having any of it and he sheep-herded us both to a Portakabin, much to Jerry's delight, with an even more unsavoury character behind a desk who relieved us both of €40 for some fake green card scam, which wasn't worth the paper it was written on!

Armed with our new 'green card' documents it was back to the desk producing them to the now smiling guard. We were now in Bosnia, Donna's second time.

Marvellous Mostar

One thing you notice within a few miles over the border is how quickly everything changes. The people appear different, the cars are all battered and run down – Yugos are everywhere, remember those? The houses and people seem much poorer.

We were making good progress and getting closer to our destination for the night, Mostar, which was about 50 miles

away, hoping to arrive late afternoon. On arrival it was clear to see that there are many scars of the conflict everywhere, with buildings riddled with bullet holes.

It was also just beginning to sink in that we had just ridden to Mostar! Something we had talked about for a couple of years and the reality was that we were there. We found Pensione Oscar just two minutes' walk from the famous bridge, a good place to stay as you are in the heart of Mostar, so we showered up and set off to explore and dine out.

The next morning I went off in search of a welder as my exhaust had split, leaving Donna and Jerry to do more exploring. We met up late morning in the bar just below the bridge, watching the young lads collecting money from the many tourists before jumping from the bridge into the river, a long-standing tradition.

In the afternoon we visited the museum showing original footage of the conflict, which was quite shocking as there wasn't much left of the place. However, the medieval bridge and town have recently been rebuilt and are now a UNESCO site.

Our last night was one to remember, as we found a rock bar that had a local young girl and lad singing cover versions of Led Zeppelin and the like. The owner of the

bar was a friendly chap and kept giving us free drinks, saying "we don't get many English people in here!"

Heading further inland the countryside was really beautiful with quiet roads. The next place to visit was Sarajevo and another museum that includes a tunnel from the outskirts of Sarajevo to the airport – the only way in or out of the surrounded city during the siege. We spent a few hours watching original footage of the siege and seeing what life was like at this time in the city, going down in part of the tunnel.

It was now late afternoon so back on the scoots we headed east, making our way out of Sarajevo and back into the countryside when Jerry's bike suddenly came to a halt around 40 miles north of the city. We managed to find some space by the side of the road with an alarming sign behind warning of land mines! It turned out there was no compression so we needed to strip it, but not here. A guy turned up on a new Piaggio twist and go and introduced himself as Borac before offering to help us. Explaining we needed somewhere to stay as it was early evening, I jumped on the back of his bike and we searched for accommodation. We found a family-run hotel just up the road with



Above left: Prometheus. **Middle:** The Romanian border. **Right:** Approaching the Transfagarasan.

Borac speaking to the owner and telling them of our predicament. It was fine to stay with them so it was back to Donna and Jerry and out with the tow rope. Borac was desperate to tow Jerry to the hotel but Jerry wasn't having any of it, much to his disappointment (as Borac's bike had plastic fairings and would have proved unwise to tie a rope around) so I was left to do the honours.

The people at the hotel were so friendly to us (with their daughter Emma translating) and made us feel very welcome, allowing Jerry to use the picnic bench as a workbench. The hotel was also a restaurant and we had a tasty meal overlooking the stream. Afterwards, Emma came out with her birthday cake and gave us all a slice.

The next morning, after breakfast, we lifted Jerry's scooter onto the picnic bench and started stripping it down. It turned out the ring peg had gone and the barrel was quite badly damaged. We changed the piston and cleaned up the barrel the best we could. However, the exhaust port was now the size of the Dartford tunnel. We finished off putting it all back together and decided to eat before leaving so we could crack out a few miles. After having a delicious lunch we packed up and said our goodbyes and were ready to roll. Blimey it was hot!

With a few hours of riding under our belt we were now getting close to the Serbian border, stopping briefly for water at one of the many natural springs by the roadside to fill up our water bottles. It was early evening, we were at the border and within 20 minutes we were through and into Serbia, stopping for a few photos, as you do.

A young lad approached us asking where we were from and where we were going, so we asked about hotels and he advised us to stay at the next town. The

road then deteriorated rapidly and became the worst road we'd encountered so far with huge pot holes and tram tracks made by the trucks on soft tarmac.

It turned out the town was a spa town and the hotel quite expensive, so we decided to find somewhere else. I managed to find a room above a café further down the road from a lady who didn't speak a word of English – it's amazing how you can communicate with sign language! She went out of her way to cook us dinner. However, we didn't get much sleep there as there seemed to be some strange goings on all night underneath our window with people coming and going.

On to Romania

Settling up our bill the next morning we gave the lady a big tip for being so hospitable – you should have seen the look on her face, you would have thought we'd given her the world!

We rode most of the day, crossing Serbia we didn't think it was as nice as Bosnia, however we only saw a small part of it. Arriving late afternoon in Vrsac, close to the Romanian border, we decided to find accommodation and rented out another apartment, we washed and changed and wandered into town and found a nice restaurant in a cellar and celebrated with some fine local wine knowing that the next day we would be crossing into Romania.

Bikes all packed up, we made our way up to the border and within 10 minutes we were all safely through, stopping briefly at the Romania sign for more photos. This was a special occasion as we had previously tried to ride to Romania but ran out of time and had to change our route.

With none of us knowing what to expect from Romania we pressed on and coming into the first town we stopped at a bank to get some Romanian leu. We stopped

shortly after to take photos of a stork's nest high up on a telegraph pole when suddenly the police showed up! 'Here we go', I thought, fearing we were going to have to hand over some of that leu, but it turned out that the chap wanted to give us advice – check prices on everything, don't trust anyone, be careful – and he was curious why we had travelled there.

Riding until late afternoon we stopped overnight at Sarmizegetusa, which has the ruins of the Roman capital city. We found the only hotel open and we thought it would be way beyond our budget, but Donna managed to negotiate a suite for three people for a total of £30! We then wandered down the road to have a look around the ruins, which we had all to ourselves. We found Romania very cheap to travel though, with a good meal only costing £3 and beer 80p!

Still heading east we rode deeper into Romania and towards the national parks. The countryside is absolutely beautiful and the roads surprisingly good. It was time for lunch and we stumbled across a café nestled in the woods serving traditional Romanian dishes, so we opted for a lovely pheasant stew.

Soon after leaving the café and climbing high up into the mountains, the road suddenly turned into a gravel track with deep potholes that proved very hard going. Unable to get out of second gear, the scenery was stunning though and well worth seeing. However, it took us all afternoon to do around 40 miles on this surface and it was amazing there were no punctures.

Finally, we began to descend and get back to some Tarmac. We found ourselves really low on petrol and the garage we arrived at was closed. Looking at the map the next town was around 20 miles away and looking at our tanks we all didn't have enough fuel to get there! Stopping



At the top of the Transfagarasan.

to ask someone if there was a nearer one, a young lad who spoke good English offered us some of his petrol. With all three tanks topped up we offered to pay but he said: "No pay. Glad I could help you and welcome you to my country." We were all pleasantly surprised by his gesture.

On our way again we found ourselves in the spa town of Cozia, where we opted to stay with a Romanian family who rented out rooms in their house, giving us an insight into how they live. Popping next door to the local shop for supplies, we discovered mojito-flavoured beer and a rum-flavoured chocolate bar called Fagaras. We then spent the evening relaxing on the balcony, eating and drinking and watching the incoming storm with fork lightning.

The best road in the world

Next day our destination was the Transfagarasan Pass in Transylvania, which crosses the Fagaras, Romania's highest mountains, at 2000m. The road was built in the early Seventies as a strategic military route but is now an attraction for hikers and bikers and has also been featured on Top Gear as the best road in the world due to its endless curves and sheer drops.

One thing that is apparent while travelling in Romania is the amount of stray dogs roaming around absolutely everywhere. The Romanian drivers are very erratic too, overtaking on blind bends

and cutting in right in front of you so you need to be on your guard. Some of the roads can be quite challenging too, but the countryside is very picturesque, which makes it all worthwhile.

We were getting nearer to the road that leads to the pass when we began to have some really heavy rain, so we opted to find somewhere to shelter and ended up having a late lunch at a café that served really tasty food. With the rain beginning to stop and the sun out once again we pressed on and began to ride up towards the pass.

We came to a dam with what seemed to be an Iron Man statue perched on the hill high above it. It was Prometheus, the symbol of electricity. This part of the road is lovely, very twisty through woods and runs alongside a large lake, climbing all the time.

Unfortunately, the weather was changing again so we decided to stop at the foot of the pass in a small hamlet and hoped the weather would be better in the morning when we headed over the pass.

We woke up to heavy rain, low cloud and poor visibility, which was disappointing but what can you do? We hung around for a while to see if it would clear, but with no sign of improvement we decided to crack on in the rain and ride the pass – Top Gear eat your heart out!

The road climbed almost instantly and we were up in the clouds every now and again. On reaching the summit there were quite a few people around with

many stalls selling the usual tourist tat, but many selling homemade food. We purchased some sausage, cheese and pretzels, had a wander around and took photos, had a hot drink in the restaurant overlooking Lake Bilea before we started the descent.

Going down we could see in the distance that it was sunny lower down on the plain. The pass was lovely to ride and we all enjoyed it, stopping now and again for more photos and a snack from the stalls. It was a shame about the weather, but we made the most of it.

Dracula's Castle

We then carried on towards Bran, our final destination before heading home. On arriving early evening Jerry found an apartment above a chemist just a stone's throw away from Bran Castle (Count Dracula's castle). It was allegedly the home of Vlad the Impaler Tepes, aka Count Dracula, but it is thought that he only stayed there for a short time.

The next morning we visited the castle and had a wander around the town, followed by a spot of lunch and we loaded the scooters. We pulled out of Bran at around 1pm for the start of our long journey back to the UK, heading towards Brasov.

Stopping at a garage for fuel and some maintenance, we got chatting with some Romanian bikers who looked at our machines in amazement! During this time Jerry made a mistake that would come



Top left: Friendly Romanian police. **Top right:** Traditional transport in Transylvania. **Above left:** Lunch at the Transfagarasan. **Above right:** Transfagarasan.

back to bite him on the bum. Anyway, we were really cracking on now, knocking out the miles when suddenly Jerry pulled over abruptly and started doing his best impersonation of John Cleese, waving his arms and legs around, having realised he had left his saddle bags back at the garage we had stopped at previously. They contained his passport and insurance documents and some money! On closer inspection of the map this was some 100 miles-plus back.

Now there was no way he was going to be able to ride there in daylight, so a plan was hatched to find a hotel for the night and search for someone willing to take him back by car. We checked into a hotel and explained our predicament to the receptionist. She managed to find someone and the guy turned up about an hour or so later to take Jerry to the garage, but would the bags still be there? Remember – we in the land of thieves and gypsies weren't we?

Later I got a text to say he had arrived at the garage and the staff had taken the bags into the shop, which just goes to prove our perception of these people is so wrong.

Next morning we headed off with our aim to make the Hungarian border. Everything

was going well until we left a new section of motorway just west of Cluj Napoca and my engine sounded rather noisy. Stopping at a garage for a closer inspection the exhaust had three splits running in three different directions away from the main bracket, all the way down to the seam. I needed to get it welded again, but, thankfully, just across from us was a small garage so I rode over, went in and in my best Romanian I explained my problem. Off came the exhaust and it was welded there and then – the chap even painted it silver again for me. What a result and all for €20!

Then there were two

Back in the saddle again, we'd only been travelling around an hour or so when Jerry's bike began to lose power and it was really struggling. Eventually, on the outskirts of Huedin, it came to an abrupt halt, so out came the tow rope once more and it was back into town for a more suitable place to start stripping it down.

We found a hotel and checked in. Using our old friend the picnic bench as a workbench once again, Jerry removed the barrel and discovered it was completely shot – a massive problem. We could get parts posted out to us but it was obvious that this was going to take some time and

recovery was not really an option, as the scooter would be written off due to our location. Alternatively, we could try to get it back ourselves somehow.

So Jerry phoned a friend, Kerry, back in London, to go around to his house and post the relevant parts out. The next part is quite sad as Jerry said we had to carry on and leave him behind, which was something we both hated doing but he assured us that he'd be all right. It still doesn't make it any easier.

Leaving the next day around lunchtime after making absolutely sure he was all sorted and okay, we said an emotional farewell before cracking on towards the Hungarian border, stopping to spend the last of our leu on snacks and water just before crossing the border. It was busy and around 45 minutes later we were through and took a quick photo at the border sign. We were sad to be leaving Romania.

Riding until about 7pm we found ourselves in the small town of Kecskemet, which is almost halfway across the country. We found a bed for the night and on unloading the scooters I noticed petrol dripping below Donna's, so it was off with the panel and to our dismay we discovered the thread out of the bottom of the tank was hanging by a whisker. The weld had



Above left: Bran Castle. **Top middle:** Rolf's cheeky sign. **Above middle:** Recovery to Austria. **Above right:** Pete & Rolf.

completely gone and if you'd have put any kind of pressure on it the whole thing would have fallen out of the tank. We put our thinking caps on again and Donna posted a message on Facebook to the German and Austrian Lambretta Club, asking for help.

It was Tuesday evening and we needed to be in Villach, Austria for 3.30pm on the Thursday afternoon to catch the Motorail to Düsseldorf as Donna needed to be back at work on Monday. The tank was unrepairable with no real way of bodging it – we needed a replacement tank but the chances of obtaining one and still be able to ride to Villach were slim to say the least.

We needed a lift of some description to get it to Germany so we could buy one from the Scooter Centre in Köln. However, we were in a Catch 22 situation as we could not book ourselves on the train until we had a guaranteed lift.

We slept on it and the next morning we explained our situation to the hotel manager, who then made some calls and just over an hour later we found someone who was prepared to take us to Villach. He said he would pick us up at 6pm that evening – excellent news – so we booked ourselves onto the Motorail and then wandered into town.

Just after 6pm a young lad named George arrived in a red Seat with a trailer for the scooters. The scooters were loaded and strapped down, we headed off and within a mile or so he asked if it would be okay if he brought his girlfriend along.

We picked her up, stopped at the supermarket for some supplies and were soon bound for Austria. And believe me, once we got going this guy didn't hang

around! He drove a bit fast for my liking while towing a trailer with our scooters on the back but I didn't want to upset him as he was doing us a massive favour.

Thanks very much

We arrived at Villach at around 3am and tried to check into the hotel across from the station but it was full, so we had no choice other than to sleep rough along with the drunks and down and outs around the station, which was fun. It reminded me of scooter rallies in the Eighties!

By the time we needed to check in at the Motorail terminal we were shattered and so with the scooters strapped down we headed for our carriage, which fortunately for us we had to ourselves, so there was plenty of room to relax.

Meanwhile, Rolf from Lambretta Club of Germany had contacted us and he kindly agreed to change his work schedule and meet us off the train with a donor tank and straps for a standard tank.

On hearing this news we decided to book a table in the restaurant car for an evening meal, which was great, as we could watch the fantastic Austrian scenery go by. Still keeping in contact with Jerry, we learned that he'd decided against getting the parts posted out but had managed to find a truck driver who was going to bring both him and his scooter back to the UK.

Next morning we arrived in Düsseldorf and Rolf was waiting for us in the car park with a cheeky sign saying 'London Lambretta Club Service Car', which made us laugh. It was a nice touch. He even brought a can of petrol with him. What a top bloke. We can't thank him enough. With the tank changed and petrol in we

were off again, with Rolf kindly leading us out of Düsseldorf city centre and on to the autobahn, before he turned off to go home. We head on towards the Dutch border town of Venlo and made our way back to Dunkirk for the ferry back to Dover.

We arrived back in England at around 10.30pm to a huge electrical storm. 'Welcome back to English weather,' were my thoughts! The heavy rain was bad while driving up the M2 with lots of standing water in places. This made the driving conditions pretty bad, especially in the dark. In fact it got so bad at one point that we had no choice but to shelter under a bridge until it passed.

We eventually arrived home in Buckinghamshire at around 2am, wet and exhausted. In total we were on the road for a month and had ridden in excess of 3000 miles.

What an adventure it was and we have many great memories and experiences that you just can't buy.

We got a few hours' sleep and then the alarm went off and we were back on the road again, this time heading to the Shipston LCGB members rally!

As for Jerry, there was a slight delay with his lift back to the UK so he ended up staying at the hotel where we left him for just over a week before travelling back with his scooter with the Romanian truck driver who was heading to Peterborough.

This cost him the handsome sum of, wait for it, €100! What a result. All the way from Romania. I can't see any UK recovery companies doing that!

Pete, Donna & Jerry (London Lambretta Club, Full Bore Tours)



Scooter Racing at Cadwell Park

The final round of 2015

Welcome to Cadwell Park for the final round of the 2015 BSSO championship. Welcome also to our Italian cousins who have made the trip over to England for a blast around this challenging circuit.



With separate races for geared and autos it promised to be a fun packed weekend.

Race 1 – geared

What a race! After a great start Mikey Bonett was caught and passed by Ryan Saxelby, then Steve Conneely. In fact despite the fast pace of the race, Mikey was nearly pipped over the line by Joe Ravenscroft who started from the rear of the grid on his Street Class machine such was Joe's pace.

Luca Flischini and Luca Zani on the Casa Lambrettas got their weekend off to a good start with seventh and eighth places after starting from the back row, but unfortunately fellow Italian Paolo Birtele on the Parma Kit Vespa tumbled off at Park Corner on lap one. Darren Conneely

won the Group 4 battle. With four Vespas on the grid there was always going to be a small matter of kudos and with two out on lap one; this left the old girl to drag me round and salvage a bit of pride for the Piaggio machines! Not bad considering I have not ridden it for 12 months.

**Group 4: 1st D Conneely,
2nd Bristow, 3rd Lancaster
Group 6: 1st Saxelby,
2nd S Conneely, 3rd Bonett
Street Class: 1st Ravenscroft,
2nd Last, 3rd Cope**

Race 1 – autos

For me it was time to change my mind-set and jump on the PSN Gilera Runner for some auto fun now.

The lights came on and Warren does his usual and jump starts the start – silly boy. After the usual first lap madness,

the field splits into two distinct groups, Joe Ravenscroft leading followed by Ryan Clipstone, Warren Wilkinson and Tom Russell. I found myself battling in Group 2 with Gary Peacock, Steve Wright and Justin Price.

Unfortunately on lap two, Gary and Chris Cook both retired. This race also saw the first Scomadi to hit the tracks with Phil Butterworth riding a 300 road-prepared machine, in effect a street class four-stroke up against two-stroke race-prepared Runners. Not a fair fight if you ask me, but well ridden all the same.

Last lap and Ryan's exhaust splits, losing him power and valuable points towards the overall championship.

**Group 6a: 1st Ravenscroft,
2nd Wilkinson, 3rd Russell
Group 10: 1st Price**



- 1: Group 6 runner-up Mikey Bonett of Team JB Tuning (4) in a battle with super fast Ryan Saxelby (96).
2: Paolo Birtele of Casa Lambretta; this man just wanted to wheelie everywhere!
3: Street class champ, Steve Last.
4: Team Casa Lambretta in sync.
5: Ryan Clipstone 6A auto Champion

Race 2 – geared

Another faultless performance saw Ryan Saxelby win the overall race by nine seconds. The Group 6 title contenders also battled hard, with Mikey getting the upper hand again over Steve Conneely, Damon and Stuart.

Stuart Day's slipping clutch on the line forced him to jump the start, this then cost him a valuable place in the race after he was given a 10 second penalty.

Darren Conneely spent his race fighting with Group 6 machines which should put him in good stead for next season when he changes class.

Got to mention Barrie Braithwaite who returned to the track on his old Group 4 machine. Despite being rusty and overweight he put in a credible performance on a cast iron barrelled 205. Hopefully we might see him return next year.

Group 4: 1st D Conneely, 2nd Bristow, 3rd Rudd
Group 6: 1st Saxelby, 2nd Bonett, 3rd S Conneely
Street Class: 1st Ravenscroft, 2nd Last

Race 2 – autos

The autos' second race was actually carried over to the Sunday morning due to a serious accident on Saturday afternoon.

This meant we had a damp track instead of a dry sunny one. Hey ho...

Ryan got a blistering start as did Joe and Warren, but not so for Gary as a monster-wheelie almost had him off! My race lasted all of two laps with a terminal bearing failure wrecking my racing and weekend, but worst of all for me costing me a top 10 overall position in the championship.

Tom Russell riding the PSN loan Runner had a lonely race but still came away smiling as he got quicker on the auto than he is on his geared Lambretta.

The last lap looked awesome from my trackside vantage point with a photo finish for first place, Joe taking it by 0.001.

Group 6a: 1st Ravenscroft, 2nd Clipstone, 3rd Wilkinson
Group 10: 1st Cook, 2nd Price



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5: Scooter sprinter Eric Cope on his debut in Street Class. 6: The return of some-time *Scootering* scribe Barrie Braithwaite to the track. 7: Group 6 championship retained by Damon. 8: A rare shot of father and son, Ralph and Ryan Saxelby in the same frame. 9: Group 4 2015 champion leading Group 6's Stu Day. 10: Stewart McKenzie being closely followed by Luca Flischini from Casa Lambretta.

SUNDAY Race 1 – geared

A 'lights to flag' performance from Ryan sealed another victory for him. However, behind him it was all kicking off with Stuart Day out on lap 1 and Steve Conneely suffering a problem which saw him reverse through the field faster than a politician on election night. Group 6 was a free for all. Luca and Luca both rode superbly, fending off unwanted advances from Stewart 'Mad Dog' McKenzie and Darren Conneely.

Further down the field Jason Metivier riding the Jahspeed cutdown was fighting hard with Doug Turner, while Ian Scutt who races Bantam 125s and also raced Jason's cutdown went grass-tracking at the bottom of the mountain while battling with three others. I had fun on the SS90, finally getting back used to changing gear and having a useless rear brake!

**Group 4: 1st D Conneely,
2nd Lewis, 3rd Lancaster**

**Group 6: 1st Saxelby,
2nd Bonett, 3rd Flischini**

Street Class: 1st Ravenscroft, 2nd Last.

Race 2 – autos final race of the season

Due to time constraints this was turned into one eight-lap race instead of two four-lap races.

A fast opening lap saw Warren bail off at Mansfield Corner, taking Gary onto the grass in avoidance. This also allowed Joe and Ryan to pull away from the field as well.

Lap 2 and Justin Price bails off in the Woodland section, ending his season in dramatic style. As the laps ticked by, Joe pulled further ahead of the field.

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By lap four, Ryan all but gave up and slowed allowing Tom to catch up. Bad mistake as Gary also homed in on them both.

Returning Scott Chapman finally looked to be back at home on his rebuilt Runner after his off at the start of the meeting. Joe finished the auto season off with a comprehensive win, also Dylan Weston taking the Group 10 class win.

**Group 6a: 1st Ravenscroft,
2nd R Clipstone, 3rd Russell**
Group 10: 1st Weston

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11: Stu Day leads Joe Raves (73) and Darren Conneely (98). 12: Justin Price, Group10 auto champion. 13: Darren Conneely receives his Group 4 trophy from sponsor Casa Lambretta's Vittorio Tessera. 14: Justin Price receiving his champagne from Vittorio Tessera.

Race 3 – Geared final race of the season

With points and pride to play for we all take to the grids. After the warm up lap we all formed up for the off. Ryan knocked his kill switch stalling his machine and in the heat of the moment he pushed the RS Tuning Group 6 up and down the pit lane trying to start it. Only after the race started did he noticed his error and starts the scooter half a lap behind.

Meanwhile, Mikey leads from Steve Conneely. Mad Dog's race comes to a sudden halt at the hairpin as he loses the rear and crashes out.

Lap two and Paolo crashes out at the end of Park Straight for the second time this weekend.

By lap three, Steve and Mikey have swapped places and have Luca Flischini and Joe Ravenscroft for company. Damon Tunnicliffe was doing just enough to maintain the Group 6 championship fight as he had Tom Russell and Doug Turner for company.

I ended up following racing legend Ralph Saxelby on his 250 over the line to finish off my season. Joe Ravenscroft finishing off the season in style with a new lap record of 1.49.58 and race win.

Group 4: 1st D Conneely, 2nd Rudd, 3rd Lewis
Group 6: 1st S Conneely, 2nd Flischini, 3rd Bonett
Street Class: 1st Ravenscroft, 2nd Last

Sidecars

We also had three scooter sidecars out over this weekend. John Howe/Sophie Timlin (Lambretta 250), Graham Davenport/Neil Davenport (Aprilia 125) and Dave Bristow/Sarah Stokie (Gilera 180).

Unfortunately I never got to see any racing due to working on my two scooters but I do know Dave managed to lose Sarah in the woods in her first meeting. Talk about a baptism of fire. We hope to see you all out again next season.

Thanks to all our racers for making this season so spectacular and of course all the BSSO sponsors, especially the Casa Lambretta lads for making the trip over and adding another dimension to our season.

Personally, thanks to team PSN. See you all next season.

Words: John Woods #52

Photography: Lee & Karen Hollick

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2015 CHAMPIONS

Overall: Darren Conneely
Group 4: Darren Conneely
Group 6: Damon Tunnicliffe
Group 10: Justin Price
Group 6a: Ryan Clipstone
Street Class: Steve Last

Lumpy Lee's LI

No fewer than four distinct fluid components are measured and poured carefully into the fuel tank of Lumpy Lee's LI before I can ride it. The Witches' Brew is a cocktail of petrol, two-stroke oil, octane booster and anti-ethanol mixture...







MOLOKO PLUS

I fully expect a low cloud to pour from the filler neck, but quick application of the fuel cap prevents any escape of distilled evil. The boys from JB Tuning then kick-up the tasty-looking Eibar Series 2 and hand it to me with a knowing look.

Well, what are you going to do with an immaculately clean, highly-tuned scooter? Particularly one that belongs to a scrap metal dealer nicknamed Lumpy Lee, largely because he is built like an Innocenti hydraulic press for turning scaffold tubing into scooter frames...

The answer is obvious. Wait until nobody can see you and thrash the fooker, while at the same time trying to decide which South Pacific island to move to if anything goes wrong.

Tuned scooters are a little like women. Not because they are expensive to run, difficult to live with and likely to break your heart. I simply mean that different types appeal to different fellas. Lee's LI is like a plus-size catalogue model. Maybe a bit older and more curvaceous than a younger GP, but my word this example is perfectly turned-out. She really gets going once you've filled her with expensive cocktails. Then you need to hold on tight.

SAVOY CORPSE REVIVER

When it comes to two-stroke tuning I've always been an advocate of sticking to an individual tuner's suggestions rather than mixing and matching bits from different sources. Occasionally I should listen to my own advice.

Everything on Lee's Eibar engine package comes at the suggestion of John Balcomb (of JB Tuning) who has developed an effective formula for building big power Lambretta motors like Lee's.



Above: The attention to detail on the paint is immense, as the headset here reveals.





Unlike others whose tuning concentrates on ferocious mid-range punch, John's tuned RB250 cylinder solution thrives on revs. Old-school scooter tuning books suggested calculating 'piston speed' from expected engine rpm and crankshaft stroke. The longer the stroke then the further the piston has to travel for each crankshaft revolution, thus the higher the strain on the piston and rings. Old school tuners would class >10,000 rpm on a 62mm stroke crankshaft as way beyond a safe maximum.

SEX ON THE BEACH

For some reason I hear the voice of Scottie from Star Trek repeating "It's no good captain, she cannae take it!" as I rev the willing motor round through to five figures in the first four gears of the Cyclone Supreme gearbox. Of course, she can take it. Revving is fine if you use the right components.

After all, most 250cc MX bikes now run 72mm stroke cranks and rev round to almost 10,000rpm.

OWNER DETAILS

Owner: Lee Cranmer

Age: 47 (going on 21)

First scooter: Vespa 50 Special in 1984.

Was that tuned: It had a 110cc top end, 90 supersport gearbox and Delirium exhaust. I got it up to 65mph, clocked by a car, screaming it flat out, laying down on a long straight downhill towards a roundabout. No surprises I soon crashed that!

What is the appeal of scooters to you: I love the looks of them, the style, the curves and lines. I'm not into motorbikes, I just love Lambrettas (and some Vespas). Especially tuned scooters!

What do you like about scooter events: The ride there and home, and admiring scooters when I'm there. I'm not really into the music scene so much, so I often just go for the day, setting off early in the morning and riding home afterwards. I like riding locally with clubmates and friends too, I just love scooters.

Recommend one item of riding kit: When my GP was featured I said gloves, and I'll add to that good riding trousers or jeans too. In fact, good riding kit all over. I really don't get open-faced crash helmets. It's common sense if you come off a bike in an open face you have no teeth, no jaw...

Recommend a scooter part: A decent brake set-up so you can stop the bike you're riding. So many people make their scooters go faster but don't think about uprating the brakes too.

Scooter model: Spanish Li Series 2

Built by: JB Tuning in Southend-on-Sea. John builds all my engines, I put all my faith in him, he always does a stunning job.

Paint: Joes and Brewsters Motors in Chelmsford.

Advice for anyone building a scooter: I only buy parts that JB Tuning recommends and uses and not gone wrong yet. My advice is to spend as much as you can afford, buy cheap buy twice. That goes for scooter parts and two-stroke oil too. Why spend a fortune on your engine and run it on cheap chainsaw oil from a hardware shop?

Anything to change on the scooter: Since Sticky tested it I've changed the front sprocket from a 20 to a 19 and it rides even better.

Any other scooters: Blue GP street racer with 36hp, green GP street racer with 33hp, and a Li Series 1 that just about does 50mph... but that's in next for a JB Tuned Casa Performance engine!

Thanks: John for building me some amazing engines. There are a lot of other tuners out there, but personally I think they're not as good as JB.



“Let’s not forget that this engine offers similar performance to a front-running BSSO race scooter”

For JB, the recipe starts with his own brand of 62mm stroke crankshaft mated to a Wiseco KH750 piston. Blowing smoke is the RB version of German firm Pipe Design’s ‘Bullet’ exhaust. This exhaust encourages rev-happy riding and liberates 36hp according to JB’s dyno.

With a 20-tooth front sprocket I found the engine slightly over-geared. This meant that you had to be really flying before it would strongly pull top gear with those wide Spanish legshields offering all the aerodynamic properties of a phone box.

BOURBON LANCER

Thankfully, the ‘one tuner’ theory has worked a charm for Lee’s scooter. I loved the way it pulled progressively according to rpm and throttle input. It never felt like the power was going to do anything unexpected to catch you out or spit you off in slippery conditions. It is seriously fast but also quite easy to ride.

JB Tuning also put the chassis together, and that too was a pleasure. No unwanted vibrations, sweet steering and an effective front brake boost confidence in using all the power available. Let’s not forget that this engine offers similar performance to a front-running BSSO race scooter, albeit wrapped in a ‘fat lass’ chassis.

EARTHQUAKE

As with so many addictions, once you’ve had a taste of the good stuff it is hard to give up. Lee’s had a new reedvalve fitted since I tried the scooter, to liberate a couple more ponies, and down-geared it slightly. He’s also got a GP in the process of construction with a 260cc RB engine and another motor coming with a Casa SS kit, both by JB Tuning.

Despite these toys not even being out of the wrapping Lee was still very interested to know about the performance of the Casa BSG 305 engine. As we discussed usability the excitement in his voice was tangible. Well, there are a lot worse things to be addicted to than stupidly fast vintage scooters...

Words: Sticky

Main photography: Sticky, **Riding shots:** Andy

ENGINE SPEC

Cylinder: AF Rayspeed RB250 barrel

Piston: Wiseco KH750

Cylinder Head: MB centre-plug

Gearbox: 5-speed Cyclone Supreme

Carburettor: Mikuni TMX 35

Inlet manifold: LTH

Crankshaft: JB Tuning 62mm stroke 115 rod

Engine casing: ported but not welded

Exhaust: Pipe Design Bullet RB

Ignition: Indian flywheel with Augusto retarder box





INTO THE SUNSET

It was October 1979, and back then we were young, daft and fearless. With only a flyer given to us the month before, me and my mate Diane set off from Darlington to Southport.



We were two up on my Lambretta GP200 without any tools and only a written map taped to the headset to guide us. We were pulling into Kirkby Lonsdale around 7.30pm and the lights stopped working. It was cold and dark and the only protection we were wearing was sheepskin coats, loafers and open face helmets. I didn't have any mechanical knowledge whatsoever back then, let alone how the electrickery worked. I didn't know what a stator plate or rectifier looked like and had no chance of tackling spaghetti junction in the headset – so obviously we went to the nearest pub to work out a plan of action!

After a few ciders and a sing-along with the local rugby team we came up with the idea of finding a house with a garage, knocking on the door and asking if we could sleep in their garage. We could then set off for Southport the next day in the daylight. We found a house with a garage, knocked on the door and tried to explain to the guy who was in his seventies that we wanted to sleep in his garage. He kept looking past us, I think he was expecting a gang of scooterists to ride up his drive and that we were the girly advance party checking out his property!

We managed to convince him we were genuine and just two girls on our own who couldn't travel any further due to the lack of lights on the scooter. He called his wife to the door and told her our predicament and luckily she believed us. They brought us into their house and made us something to eat and drink; we couldn't believe our luck. They said they wouldn't hear of us sleeping in the garage and showed us to their spare room. We were even provided with winceyette nighties, how we kept a straight face and stopped ourselves from laughing out loud, I've no idea!

The next morning they made us a full cooked breakfast and as we left, we promised we would call in on the way back home to say hello and let them know we'd had a safe journey.

When we eventually arrived at Southport the police had set up a road block and they were not allowing any scooterists into the town. How they were able to do this is beyond me, the only crime we were apparently committing was riding a scooter. There was quite a crowd in front of us but we spied a couple of lads called Gez and Jamie from St Helens who we'd met at the rally in Blackpool the month before. We told them what happened in Kirkby Lonsdale and they couldn't believe how jammy we were!

After hanging around the road block for a couple of hours it was clear there was no way we were getting into Southport that day on our scooters. Gez asked if me and Diane wanted to go back to St Helens with them, he said we could stay at his parents' house and they wouldn't mind. The choices were either ride back to Darlington or have a night out in St Helens. We were young, free and single so the choice was obvious. Thinking we would be safe sleeping at Gez's parent's house, we agreed.

When we arrived in St Helens, Gez's parents couldn't have made us more welcome. His mam cooked our tea and showed us to our room... how lucky were we. We got showered and changed and were ready for a night out on the town. Gez's mate Jamie called round and off we went into St Helens. Gez said there was a disco on that night run by a local scooterist so it was decided we'd go there. As we were walking to the do, Gez asked if we'd ever had magic mushrooms before. We'd never even heard of them and asked what they did. They told us they had them quite often at weekends and they made

you laugh and see things in a different way. They said they were harmless and we'd have great fun on them. We were a bit wary at first and then thought, what the hell let's give 'em a go. They took us to a field somewhere in St Helens and we picked these magic mushrooms. Well... I won't go into too much detail but I have never had an experience like it in my life. We could hardly talk for laughing and everything was hilarious. We eventually made it to the disco and everyone either looked like a giant or a dwarf. The dance floor was growing grass and Diane's hair kept changing colour. The rest of the night went by so fast, before we knew it the do was over.

We ended up in a nearby park on the swings and our sides were aching with laughing. We eventually got back to Gez's parents around 4am and I had to ride back to Darlington later that morning. After only around four hours' sleep we packed up the scooter and headed off home. Gez escorted us to Lancaster and we promised to keep in touch.

I don't know how I managed to stay awake and ride the scooter as I was mentally and physically knackered. We stopped off at a shop and bought a box of Quality Street for the couple in Kirkby Lonsdale. As promised, we called in to see them and gave them the chocolates. We stayed for a cup of tea and some homemade cake that she'd baked especially for us. If we'd stayed any longer I would have asked if we could have the room and nighties again for the night!

We eventually arrived back into Darlington and I don't think I could have ridden one more mile. This was a fantastic, memorable weekend, full of experiences that I will never forget. Somehow I don't think we would ever be so lucky in Kirkby Lonsdale again.

Wendy Karim

We've all got a scooter story to tell down at the pub, and many of you have even said: "I've got a great story for Into the Sunset."

Well, now is the time to share it with the rest of us, write it down (between 1000 and 1200 words long please), and send it to:

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